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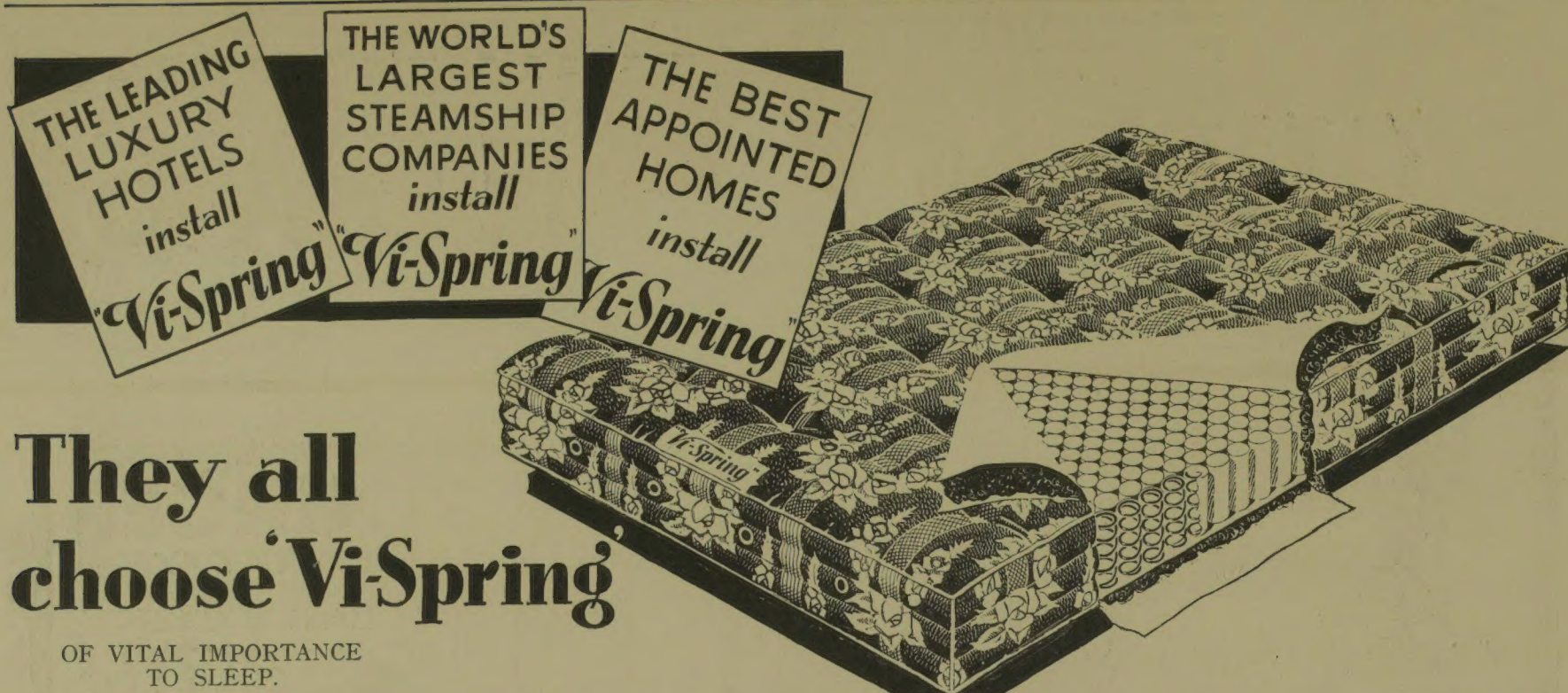
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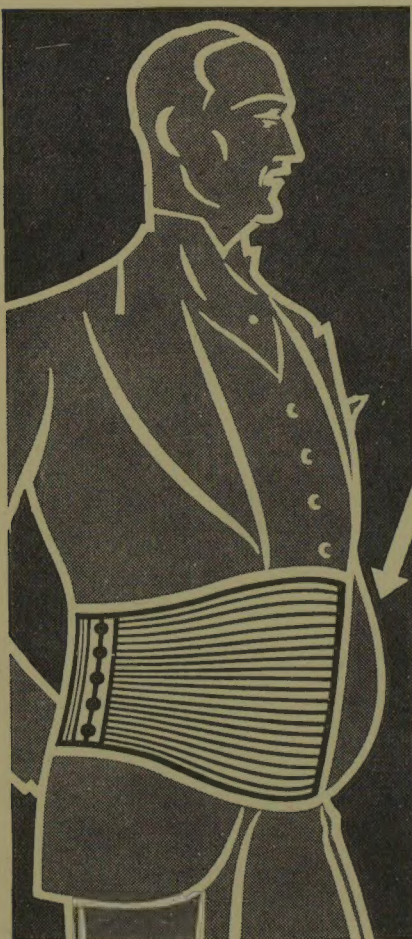
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A.M.		1.35	Stirling, Gleneagles, Perth, Aberdeen, Oban and Inverness. (No arrival on Sundays for Oban and Inverness.)
10. 0C	"The Royal Scot"—Edinburgh and Glasgow.		
10. 5D	Stirling, Gleneagles, Perth, Dundee, Aberdeen (and Oban—Saturdays only).		
P.M.		A.M.	Sundays—RESTAURANT
1.15A	"The Mid-day Scot"—Glasgow.	11.30	Glasgow (Cent.).
1.30B	"The Mid-day Scot"—Edinburgh and Glasgow.	11.45	Glasgow (Cent.) and Edinburgh (Princes Street), Perth.

NOTES: A Saturdays only. Will not run after September 7th. B For Edinburgh only on Saturdays until September 7th inclusive. C Edinburgh portion leaves at 10.5 a.m. Saturdays, July 27th to September 7th inclusive. D On Saturdays from July 27th to September 7th inclusive, leaves at 10.10 a.m.

FROM KING'S CROSS (L·N·E·R)

Week-Days—RESTAURANT

A.M.		Noon	
9.20	Edinburgh and Glasgow. (Saturdays only, 27th July to 31st August.)	12. 0	Edinburgh, Glasgow. (Saturdays only).
10. 0	"The Flying Scotsman"—Louis XVI Restaurant. Edinburgh (non-stop), Dundee, Aberdeen.	P.M.	
10. 5	Edinburgh, Glasgow, Perth, Aberdeen.	1.20	Edinburgh, Glasgow, Perth, Inverness.
11.10	Edinburgh, Glasgow (Saturdays excepted).	2.30	Edinburgh Glasgow (Saturdays only)
11.20	"The Queen of Scots"—Pullman. Edinburgh, Glasgow, Dundee.	A.M.	Sundays—RESTAURANT
		11.20	Edinburgh.
		P.M.	
		1. 0	Edinburgh, Glasgow, Perth, Dundee, Inverness.

FROM ST. PANCRAS (L M S)

Week-Days—RESTAURANT

A.M.		11.50	Edinburgh, Dumfries, Kilmarnock, Glasgow, Perth (and Inverness—no arrival on Sundays).
9. 0	"The Thames—Forth Express"—Edinburgh, Dundee, Perth, Aberdeen.		
10. 0	"The Thames—Clyde Express"—Dumfries, Kilmarnock, Glasgow (St. Enoch), Ayr, Turnberry.	A.M.	Sundays
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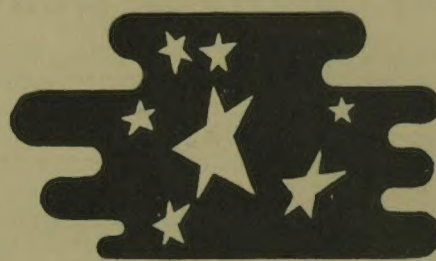
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SATURDAY, JULY 13, 1935.



THE CHIEF OF THE ROYAL AIR FORCE AT HIS SILVER JUBILEE REVIEW OF THE R.A.F.: HIS MAJESTY THE KING TAKING THE SALUTE DURING THE GREAT FLY PAST AT DUXFORD—A NINE-MILES-LONG PARADE OF POWER.

On Saturday, July 6, his Majesty the King, who was wearing his uniform as Chief of the Royal Air Force for the first time, inspected thirty-eight squadrons of the R.A.F. drawn up in the Mildenhall Aerodrome, Suffolk; and then drove to the Duxford Aerodrome, Cambridge, where he witnessed a fly past by twenty of the squadrons, as well as squadron drill. Our picture, which is a composite photograph, gives a good idea of the event, but it cannot convey its mightiness.

As "The Times" had it in an article by its Aeronautical Correspondent: "The main impression left by this exhibition of air strength was one of the perfect order and control of a nine-miles-long parade in the most unstable element with which men may contend. . . . No better display has ever been made before a ruler, and perhaps no King could more fully appreciate its significance than King George, who saw the same Force on active service in the days of its youth."



By G. K. CHESTERTON.

THIS would be no place to enquire too closely why those bright youths who are so superior to eternity seem to be so subject and submissive to time; why they proclaim with such wild pagan gestures that they can pull down the Cross; but assure us, with such anxious and agitated motions, that we cannot put back the clock. They seem to suppose that it is a sort of new religion to worship the clock; and that without even noticing that it is generally a grandfather's clock. For Time, whatever else he is, is rather an old gentleman by now; his hour-glass is a very antiquated sort of clock, and his scythe a rustic and archaic instrument quite unworthy of an exhibition of agricultural machinery. In other words, all this talk about things being suited to the times must, by its very nature, have been uttered hundreds of times before. And anyone who listens in a meditative mood to the grandfather's clock will find it difficult to say that there is so very much difference between one tick and another; and may perhaps suspect that there was not quite so much difference between one time and another. I am well aware that some have hyphenated the name of Father Time, and that calling him Space-Time may make him seem rather more spacious. But, for all that, there is a little trick of logic, like a trick of clockwork, by which the young philosopher is caught in time as in a trap. His own time closes on him with a click; as in a creepy murder story I once read, in which a man was caught and crushed in an old clock. For the fallacy which entraps him is this: that he cannot apparently resist the temptation to base his argument on the mere moment of time at which the argument takes place.

I have just read a very vivid short story, about an aged *grande dame* in a country place and a young novelist whom she regarded as an upstart and a revolutionist. I hold no brief for the old lady; I entirely decline to become the grim and gaunt family solicitor who must certainly have been attached to her aristocratic family. I think she must have been a decidedly unpleasant old lady; and I think, as strongly as the strongest of youthful novelists or revolutionists, that she was stupidly priding herself upon the accident of birth. But what the young ass of a novelist could not see, and what the author of that author also could not see, was that he also was priding himself, and quite as stupidly, on the mere accident of birth. For she was only proud of having been born in a particular place; and he was only proud of having been born at a particular time. For what he said, and all he could apparently say, again and again and waving his arms about, was: "Your day is passed; can't you see that your day is passed? To-day is ours; to-morrow is ours," and so on; as repeatedly and relentlessly as the ticking of a clock. But this does not affect, in the smallest degree, the actual question of whether his day was worse or better than her day. If I advance the thesis that the weather on Monday was better than the weather

on Tuesday (and there has not been much to choose between most Mondays and Tuesdays of late), it is no answer to tell me that the time at which I happen to say so is Tuesday evening, or possibly Wednesday morning.

It is vain for the most sanguine meteorologist to wave his arms about and cry: "Monday is passed; Monday will return no more; Tuesday and Wednesday are ours; you cannot put back the clock." I am perfectly entitled to answer that the changing face of the clock does not alter the recorded facts of the

theory of progress may be argued; but it must be proved. It is necessary to show that certain social stages are superior to previous social stages on their own merits; and in many cases it may be possible to prove it. In some cases it is certainly possible to disprove it. But it is absurd for a young man to base his argument upon the mere fact that he began to join in the discussion in the year 1930 instead of the year 1830. That is no more valid than the fact that he joined up with his controversial companions at Turnham Green, when they had been arguing all the way from Hammersmith. The one is a mere point

in time; as the other is a mere point in space; and each of them is as idle and irrelevant as any tick of the clock.

Naturally, in this tale here taken as a text, the novelist regarded himself as novel. But some study, even of the history of novelists, would have shown him that there is no such simple issue between novelty and antiquity. The novelist claims to be a realist; and he has as much right to defend realism as other novelists had to defend romanticism. But he is out by a thousand miles if he supposes that there has been a general progress from romanticism to realism; or, indeed, from anything to anything else. The great history of the great English novelists would alone be enough to show that the story was never a pure story of progress; but of rebellions and reactions; revolutions and counter-revolutions. When England began to escape from a Puritanism which forbade all romances, the great Richardson rejoiced in being able to pour out floods of tears and tenderness about the most delicate forms of love. When he had done it, the great Fielding rejoiced even more to pour out floods of derision, believing that his coarse candour and common-sense was a part of enlightenment and liberty; though often concerned with less delicate forms of love.

A generation later, the great Jane Austen confessed herself disgusted by the coarseness even of

Addison, and created a restrained comedy of which half the humour is its deliberate decorum. Then we went on to Dickens and Thackeray, the latter especially dismissing as barbarism what Swift and Smollett had regarded as realism, and even as liberalism. Nothing is now important about these great English novelists except that they were all great. Nobody discusses whether they were all novel; yet each in turn believed himself to be novel. Anyone who goes by dates may find himself defending brutality against Richardson or prudery against Fielding. The worst argument in the world is a date. For it is actually taking as fixed the one thing that we really know is fugitive; and staking all upon to-day at the moment when it is turning into yesterday. The clock-worshipper has a heavy creed of predestination; and it is only as the tavern closes that its priest cries aloud upon his god; saying, like all the sad modern sages: "Time, gentlemen, Time!"



THE KING IN HIS UNIFORM AS CHIEF OF THE ROYAL AIR FORCE FOR THE FIRST TIME: HIS MAJESTY AT THE SILVER JUBILEE REVIEW OF THE R.A.F.; FOLLOWED BY AIR CHIEF MARSHAL H.R.H. THE PRINCE OF WALES AND AIR VICE-MARSHAL H.R.H. THE DUKE OF YORK.

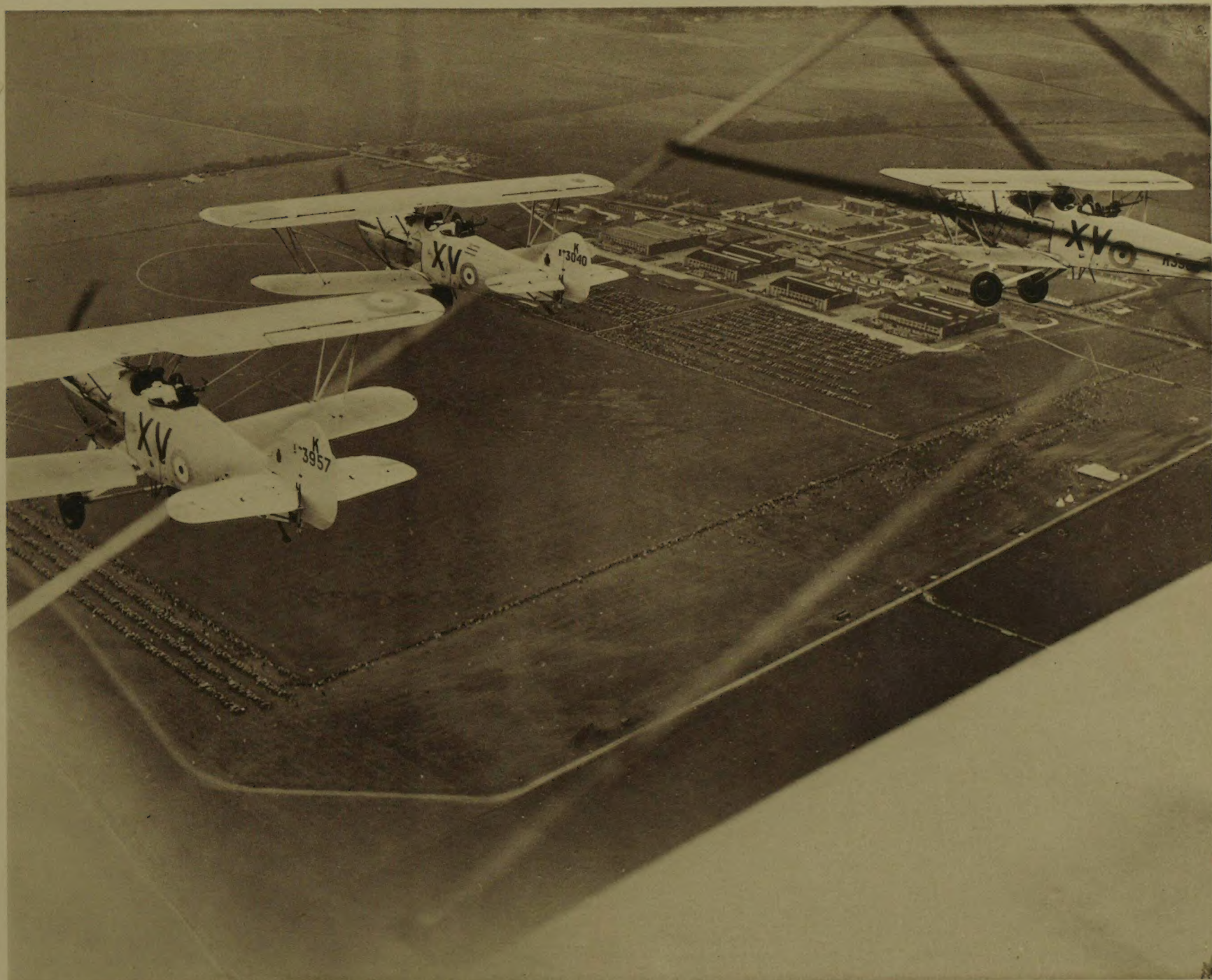
His Majesty the King was Colonel-in-Chief of the Royal Flying Corps (Naval and Military Wings), and then, in 1918, Colonel-in-Chief of the Royal Air Force. In 1919 he became Chief of the Royal Air Force.

barometer. Doubtless, the old lady, when she was a young lady, declared that the present and future were hers, and that her aged aunt was very aged. But these pleasant and polite comparisons do not make it impossible to establish objective historical comparisons. And anybody is intellectually entitled to say, if he thinks so, that there was better social weather on the old woman's Monday than on the young man's Tuesday; or even on the quiet Sunday of the aged aunt. I do not say so; anyhow not about that old woman; and, as Archbishop Temple said, "I never knew her aunt." But to be rude and contemptuous to the old woman, merely on the ground that she was old, is even more unworthy of a philosopher than it is of a gentleman. And all this assumption of the superiority of the advancing hours, based on the accident of the hour that is passing, is in its nature unintelligent; in the sense in which a gross error in mathematics is unintelligent. The

THE KING'S JUBILEE REVIEW OF THE R.A.F.: INSPECTION AND FLY PAST.



THE INSPECTION AT MILDENHALL: HIS MAJESTY THE KING MOTORING THROUGH THE LINES OF THE THIRTY-EIGHT SQUADRONS DRAWN UP ON THE AERODROME IN A GREAT ARC, WITH A FRONTAGE OF FOUR SQUADRONS.



THE FLY PAST AT DUXFORD: "HART" TWO-SEATER LIGHT BOMBERS OF NO. XV. SQUADRON PHOTOGRAPHED FROM THE AIR WHILE NEARING THE ROYAL DAIS, FROM WHICH THE KING, WHO WAS ACCOMPANIED BY THE QUEEN, TOOK THE SALUTE.

At the Mildenhall Aerodrome, on July 6, his Majesty the King reviewed the Royal Air Force for the first time, inspecting thirty-eight squadrons. The parade sheet showed 367 officers and 1751 other ranks on parade; and the aircraft included 144 fighters, 104 light bombers, 58 heavy bombers, 8 medium bombers, 24 army co-operation aeroplanes, and 12 coast defence types. His Majesty's drive through the assembled aircraft meant a tour of five miles along the eight lines. At Duxford Aerodrome, to which he then motored, the King lunched in the

officers' mess, as did her Majesty the Queen, the Prince of Wales, and the Duke and Duchess of York. Later, the royal party watched the fly past from a dais. In a message after the Review, his Majesty said: "I warmly congratulate all ranks of the Royal Air Force on the magnificent display which I have had the pleasure of seeing to-day. I was greatly impressed both by their smartness on the ground and their efficiency in the air, which leave no doubt that they will prove fully equal to any task which they may be called upon to fulfil."

ACTIVITY AT MASSAWAH, ERITREA'S PORT: ITALIAN RESERVISTS ARRIVING.



ITALY'S PORT IN HER EAST AFRICAN COLONY, ERITREA: MASSAWAH HARBOUR; FILLED WITH VESSELS OF ALL DESCRIPTIONS AND GIVING EVERY INDICATION OF INTENSE ACTIVITY AS A RESULT OF THE ITALO-ABYSSINIAN DISPUTE.



MILITARY ACTIVITY AT MASSAWAH: THE MAIL, WITH HOME-LETTERS FOR ITALIAN TROOPS STATIONED IN ERITREA, BEING BROUGHT IN IN A TENDER; AND RESERVISTS ABOUT TO GO ASHORE.



NEWCOMERS TO MASSAWAH ARRIVING AT THEIR AFRICAN BASE WITHOUT MUCH APPEARANCE OF ENTHUSIASM: ITALIAN RESERVISTS REACH ERITREA; STILL IN CIVILIAN CLOTHES.



TYPES OF MEN WHO, IN THE EVENT OF AN ITALO-ABYSSINIAN WAR, WILL FIND THEMSELVES CAMPAIGNING IN THE INHOSPITABLE HINTERLAND: ITALIAN RESERVISTS COMING ASHORE AT MASSAWAH.

In an article headed "Military Power," the "Popolo d'Italia," Signor Mussolini's organ, commented recently on the official statement about the Italian military manoeuvres to be held in August in the Brenner region, where great numbers of troops of all arms are already assembled. The newspaper pointed out that this mobilisation of 500,000 men for the manoeuvres is the best proof that the military efficiency of Italy is not affected in the least by the despatch of troops to East Africa. The military forces of Italy, it observed, were ready to face any situation which might arise; and concluded by saying that "this year's manoeuvres confirm

the fact that Italy is present and strong in Europe in spite of the development of the African situation which is to be foreseen." Meanwhile, the despatch of formations to East Africa, it is understood, continues; and there has been created in Italy a new military organisation which provides something after the nature of a Territorial Army. The objects of this organisation include that of relieving the regular army from all tasks which are the concern of a territorial army, and the organisation of the protection and defence of Italy, including anti-aircraft defence and the guarding of railways.

ABYSSINIA IN TRAINING FOR WAR: EUROPEAN ARMS AND EQUIPMENT IN EVIDENCE.



EUROPEANISING THE ABYSSINIAN ARMY: RECRUITS WHO HAVE ABANDONED THEIR WHITE ROBES FOR KHAKI—THEIR RIFLES REVERSED!



EQUIPPING THE ABYSSINIAN ARMY WITH MODERN WEAPONS: HANDLING CASES OF IMPORTED AMMUNITION AND MACHINE-GUN PARTS AT ADDIS ABABA.



TYPES OF THE NEW EUROPEAN UNIFORMS ADOPTED IN ABYSSINIA: AN INFANTRY OFFICER, WHO IS WEARING SANDALS; AND BOOTLESS PRIVATES.



TRAINING ABYSSINIAN RESERVISTS TO USE MODERN FIREARMS; INCLUDING A MACHINE-GUNNER WITH ONE OF THE 1500 WEAPONS SAID TO HAVE BEEN IMPORTED FROM EUROPE RECENTLY—A SOLDIER WHO HAS FURTHER SUPPLIED HIMSELF WITH A RIFLE, A REVOLVER, AND A LONG SCIMITAR!



ABYSSINIAN ARTILLERY: A PARK OF LIGHT GUNS WHICH ARE OF DECIDEDLY OBSOLETE APPEARANCE BUT ARE SAID TO HAVE BEEN IMPORTED FROM EUROPE.



THE ABYSSINIAN AIR FORCE: ONE OF SEVERAL JUNKERS MACHINES WHICH, IT IS SAID, WERE PAID FOR, IN PART, WITH ABYSSINIAN COFFEE.

In general, it would seem that Italian opinion considers that we in this country exaggerate the difficulties awaiting an Italian expeditionary force in Abyssinia. "Competent quarters," writes a "Daily Telegraph" correspondent, "maintain that Italy's Air Force would make short work of the Abyssinian army; that chieftains of outlying provinces would gladly seize an opportunity given them to transfer their allegiance from Addis Ababa to Rome; and an Italian administration could be established within a few months of the first attack." We do not pretend to judge the force of these contentions. Suffice it to say that the photographs

reproduced here, and in previous issues of this paper, show that the Abyssinian forces must not be despised. The new potency given to determined guerilla-fighters by the light automatic has already been demonstrated by the example of Lawrence's campaign in Arabia. The photographer notes, of the photographs reproduced here: "It was alleged that Germany had supplied the field-guns, but the cases in which they arrived were marked 'Czechoslovakia.'" And: "Some 1500 machine-guns, thousands of rifles and cartridges, alleged to have been shipped from Germany, but in cases marked 'Czechoslovakia,' have arrived."

THE FIRST GENTLEMAN.

BEING AN APPRECIATION OF
"GEORGE WASHINGTON": By MICHAEL DE LA BEDOYERE.*

(PUBLISHED BY HARRAP.)

WASHINGTON'S contemporaries nicknamed him, not without a touch of malice, "the Great Man." Englishmen have, in modern times, thought of him in that light—indeed, they probably find more to admire in him than does the modern democratic American, to whom Washington—essentially a representative of a "ruling class"—is not altogether a sympathetic character. On the whole, we are inclined to think that Count de la Bedoyere, despite his very judicious and attractive study of Washington's character, tends to underestimate the man's essential qualities of distinction, as he also tends, in our view, to surround those qualities with an unnecessary amount of mystery. All human beings are mysterious and incalculable, but George Washington was probably less so than most—at all events, he was, even as this sagacious volume presents him, more four-square and less polygonal than many men who have borne similar responsibilities. It was the very simplicity of the man which carried him through. The hall-mark of his greatness is that, both in war and peace, in one important issue after another, he saw more clearly than most of his contemporaries, and never flinched from what he saw. Even if it be maintainable, which we doubt, that his vision was limited, it was certainly straight. He was not what is commonly called a "clever" man; but his career was one among many illustrations of the fact that cleverness is not in itself enough to rule men and to affect their destinies.

off the heavy shackles of debt with which the colonists were burdened.

Whether this be so or not, when he came into the war "for duration," he did so in a singularly dramatic and irrevocable manner. "In

very far, perhaps, but always farther than his fellows. So long as the circumstances are circumstances of action, he gives the impression of being their master. . . . It was a triumph of plain, practical action, moved by a great but restrained force of passion and will, over an army of intellectual perplexities."

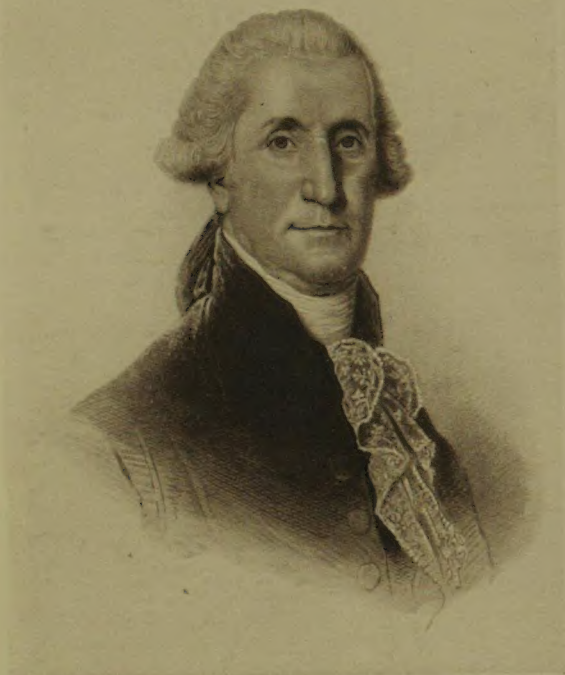
The story of that unhappy, inglorious campaign has been told and retold to the point of tedium; but Count de la Bedoyere brings genuine freshness to his account of it. Not even his greatest admirers have ever pretended that Washington was a military genius; it is doubtful whether he would have succeeded at all against a really determined and efficient enemy. Count de la Bedoyere well describes the war in a single phrase when he says that "Washington was fighting without a definite army and Howe without a definite purpose." For Washington the whole dispiriting business—dispiriting because he was never able to feel that he really had the country behind him—was a feat of endurance, not unassisted by "the smiles of Providence," which, in their turn, were not unassisted by the ineptitudes of British commanders. "We fight, get beat, rise and fight again"—thus did General Greene describe American strategy in the most haphazard campaign of modern history. It was with more weariness, disgust, and resentment than elation that Washington emerged successful from the struggle. And yet, his had been a superb performance. "From the day when he had



MARTHA WASHINGTON AS A YOUNG WOMAN: A PORTRAIT BY JOHN WOOLASTON; DONE IN 1757.

On January 6, 1759, George Washington, then twenty-seven years old, married Martha Dandridge, the widow of Colonel Daniel Parke Custis. She brought him two children of her previous marriage, one son and one daughter, but bore none to Washington.

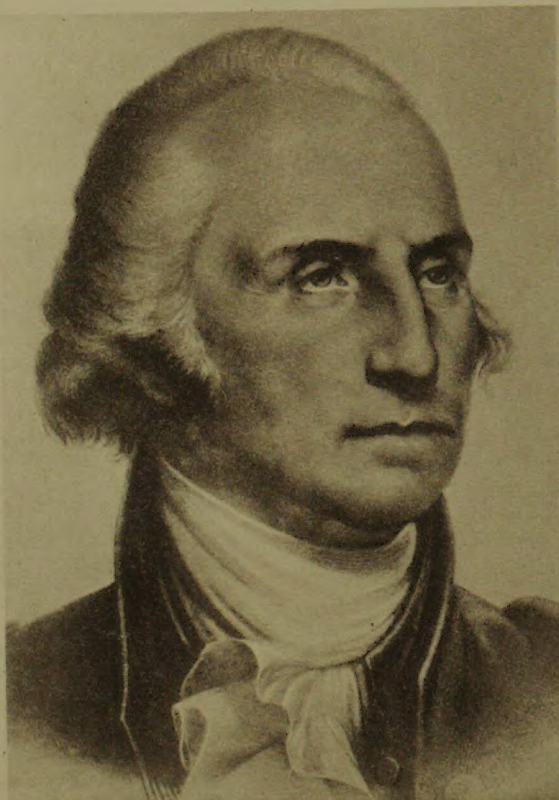
August 1774, at the Virginia Convention for the election of delegates to this Congress, this tall, silent, unnoticed gentleman rose, and, to the surprise of his colleagues, made a speech. It consisted of one sentence: "I will raise one thousand men, subsidize them at my own expense, and march myself at their head for the relief of Boston." A year later he found himself, to his own dismay, Commander-in-Chief of his country's forces, and he accepted the task with the express disclaimer that he considered himself unequal to it. With one stride he came into the forefront of history. "He was the kind of man who has only to take one step and he stands out—not



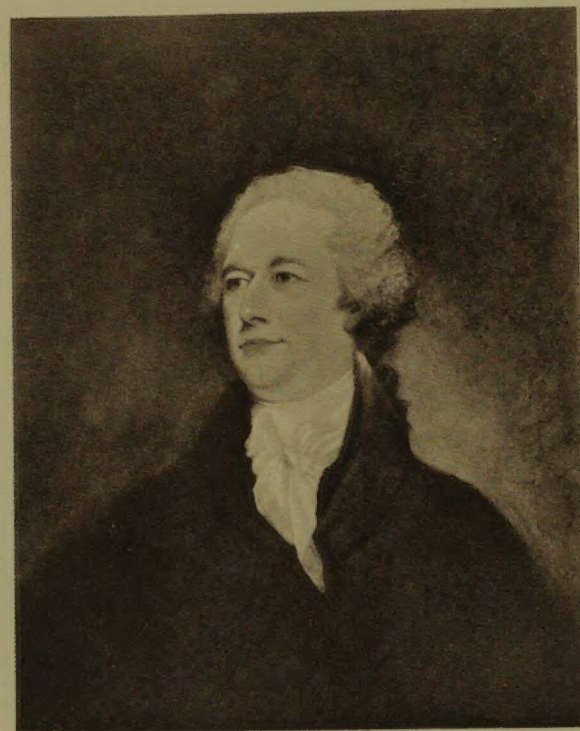
WASHINGTON IN LATER LIFE, FOUR YEARS BEFORE HIS DEATH: A PORTRAIT OF THE FIRST PRESIDENT OF THE UNITED STATES DONE DURING HIS TENURE OF OFFICE IN 1795 BY ADOLF ULRICH WERTMÜLLER.

Reproductions by Courtesy of Messrs. Harrap, Publishers of "George Washington."

Washington's history is one of reluctant power. There could be nothing more unjust than Horace Walpole's description of him as "a brave braggart." Diffidence, rather than braggadocio, was his constant handicap. When, as a young man, he had established himself as the type of Virginian squire who was his natural model, he had his period of youthful ambition; but five years of frontier warfare, not without its reverses or unattended by incidents which must have caused his conscience uneasy moments, left him with "little on which his memory might dwell with pleasure." None who have ever visited Mount Vernon can wonder that all his life he longed for the tranquillity of that most endearing spot. It has often been remarked that Washington (so far as his recorded opinions inform us) was singularly unmoved by the "Intolerable Acts" which were rapidly making the War of Independence inevitable. There was a mercenary strain in his nature, and Count de la Bedoyere may be right when he suggests that Washington was more influenced in his hostility to England by an economic consideration than by any other—namely, by the necessity (as he deemed it) of casting



GEORGE WASHINGTON: A LITTLE-KNOWN CONTEMPORARY PORTRAIT WHICH, IN ALL PROBABILITY, IS A VERY GOOD LIKENESS OF THE MAN.



WASHINGTON'S SECRETARY OF THE TREASURY AND THE MAN ON WHOM HE MOST LEANED WHEN FIRST HE BECAME PRESIDENT: ALEXANDER HAMILTON—FROM THE PORTRAIT BY JOHN TRUMBULL IN THE METROPOLITAN MUSEUM OF ART, NEW YORK.

When George Washington, in 1789, became the first President of the United States, he selected as the four members of his first Cabinet Thomas Jefferson as Secretary of State, Alexander Hamilton as Secretary of the Treasury, Henry Knox as Secretary of War, and Edmund Randolph as Attorney-General.

stood up in the Virginian Assembly and made his historic speech of one sentence . . . to the moment when he characteristically declined to accept the sword of Cornwallis's representative, he had been the union and strength of the Patriots in the Thirteen Colonies. He had had much luck, but all that luck put together did not equal America's luck in having fought the War of Independence under the leadership of George Washington." With thankfulness he returned to the banks of the Potomac, to sit "under the shadow of my own vine and fig-tree, free from the bustle of a camp and the busy scenes of public life. . . . I have not only retired from all public employments, but I am retiring within myself, and shall be able to view the solitary walk, and tread the paths of private life, with heartfelt satisfaction." Thus he said farewell to public life at the age of fifty-six, asking no reward for his services except peace and obscurity.

He was to enjoy neither. If he had shrunk from being his country's leader in war, far more did he shrink from being its leader in the testing period when it was called upon to fashion itself into a nation. He found himself at once in a maze of political

[Continued on page 80.]

* "George Washington: An English Judgment." By Michael de la Bedoyere, Author of "The Drift of Democracy" and "Lafayette: A Revolutionary Gentleman." (George G. Harrap and Co.; 10s. 6d.)

BRITAIN'S OFFER TOWARDS ITALO-ABYSSINIAN PEACE: THE ZEILA "STRIP."

PHOTOGRAPHS BY COURTESY OF LIEUT.-COLONEL R. E. DRAKE-BROCKMAN, F.R.G.S.



IN THE DISTRICT OF SOMALILAND WHICH BRITAIN SUGGESTED CEDING TO ABYSSINIA TO FACILITATE A SETTLEMENT WITH ITALY: ZEILA FORT.



THE NATIVE TOWN OF ZEILA, THE SECOND PORT (AFTER BERBERA) OF BRITISH SOMALILAND, WHICH IS NOT BRITISH TERRITORY, BUT A PROTECTORATE.



DEFENCES OF THE TOWN WHICH IT WAS PROPOSED TO HAND OVER TO ABYSSINIA: THE INTERIOR OF THE FORT BUILT AT ZEILA BY THE INDIAN GOVERNMENT.



THE HEADQUARTERS OF BRITISH "ADMINISTRATION AND JURISDICTION" AT ZEILA: THE RESIDENCY ERECTED BY THE INDIAN GOVERNMENT.



THE MOSQUE AT ZEILA WHERE SIR RICHARD BURTON, POSING AS A MAHOMMEDAN, "LED THE PRAYERS AND READ THE KORAN TO THE FAITHFUL."



THE TOMB OF SHEIKH IBRAHIM AT ZEILA: A PICTURESQUE BUILDING SITUATED TO THE EAST OF THE FORT, AND SAID TO BE OF GREAT ANTIQUITY.



TYPICAL DWELLINGS OF ZEILA NATIVES, WHOSE RIGHTS UNDER THE SUGGESTED TRANSFER HAVE BEEN MUCH DEBATED: MAT HUTS LOCALLY KNOWN AS ARRESH.



BUILDINGS AT ZEILA DATING FROM THE EGYPTIAN OCCUPATION OF SOMALILAND: THE HOUSE OF ABOUKR PASHA, GOVERNOR OF THE TOWN FOR MANY YEARS.

Explaining in Parliament his suggestion, on the Government's behalf, to Signor Mussolini regarding Abyssinia, Mr. Anthony Eden stated: "Broadly speaking, it was as follows: To obtain a final settlement of the dispute between Italy and Abyssinia, his Majesty's Government would be prepared to offer to Abyssinia a strip of territory in British Somaliland giving Abyssinia access to the sea. This proposal was intended to facilitate such territorial and economic concessions by Abyssinia to Italy as might have been involved in an agreed settlement. . . . I much regret that this suggestion did not commend itself to Signor Mussolini."

The suggestion has been strongly criticised. Answering one of many questions in the House of Commons, the Colonial Secretary, Mr. Malcolm MacDonald, said: "It was contemplated that the port of Zeila might, subject to certain conditions, be ceded to Ethiopia, with a corridor of territory, roughly 50 miles long by 12 miles wide." Later, regarding the status of British Somaliland, he pointed out that it is "not British territory but a protectorate." Most of the above photographs illustrate an interesting chapter on Zeila in Lieut.-Colonel Drake-Brockman's book, "British Somaliland" (published by Hurst and Blackett), which describes the country and its native races.

BREAKING NEW ARCHÆOLOGICAL GROUND IN INDO-CHINA:

DISCOVERIES IN ANNAM AND TONKIN: "INDONESIAN" ART RELICS, AND REVELATIONS OF A HITHERTO UNKNOWN CULTURE INTRODUCED FROM CHINA, SHOWING THE EVOLUTION OF CHINESE TOMB-BUILDING FROM THE 1ST TO THE 13TH CENTURY.

By PROFESSOR O. JANSE, Director of the Expedition for the Paris Museums and the French School of the Far East. (See also Illustrations opposite and on pages 52-53, 54.)

FROM an archæological and ethnographical point of view, Indo-China is particularly interesting. This peninsula has been, since very ancient times, a meeting-place of various civilising cross-currents, the principal sources of which must be sought in the Indian islands, the Malayo-Polynesian archipelago, India, and China. By its remarkable work, the French School of the Far East has founded a solid basis for the successful pursuit of archæological and ethnographical research in Indo-China. Thanks to the efforts made by that institution, our knowledge regarding the origin and the habits of the numerous tribes of the peninsula is much more extensive than it was a decade or so ago.

During an expedition of archæological excavation and ethnographical prospecting which I undertook

the most recent to that of the Sung Dynasty (960-1273 A.D.). These excavations have enabled me to establish the evolution of Chinese tomb-construction from the beginning of our era to the thirteenth century. During the first centuries of our era, Chinese tombs were often enormous structures in highly glazed brick, richly decorated. These tombs often contained a considerable number of rooms. At the period of the T'sin (264-420 A.D.), and that of the Six Dynasties (420-617 A.D.), the number of rooms diminishes. Then the sepulchre takes the form of a vaulted cellar, divided into three compartments by two vaults at an equal distance from the two extremities. The central and principal part must have contained a coffin of wood (which in most cases has not survived), as well as a few objects such as beads, bracelets, lamps, and so on, but not much pottery. In the two other chambers were placed large jars (perhaps for provisions) and numerous cups, pots, porringers, vases, and so on, sometimes piled one above the other.

Gradually the tombs become smaller and smaller, and instead of three chambers there are only two, one to contain the coffin and the other for pottery. During the T'ang period (617-906 A.D.), the tombs are no longer vault-like. The brick structures can barely contain a wooden coffin. The jars, too big to be placed inside, are now found deposited—to the number of two or three—outside the brick tomb, and immediately in front of one of its ends. At the beginning of the Sung period, or perhaps even at the end of the T'ang period, the custom of making brick tombs fell into disuse. The wooden coffin was placed directly into the ground without any protection. Outside it two or three vases were generally placed. Hitherto, no sign of such coffins had been found: most of them had evidently been absorbed into the earth. We were

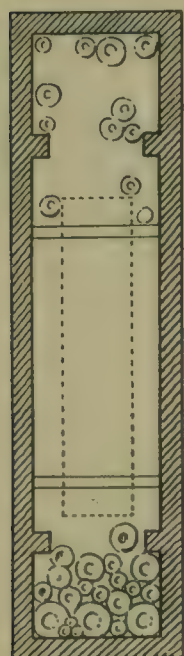
nevertheless lucky enough to discover one at Nong-Gong, to the east of Thanh-hoa (northern Annam).

All the ancient Chinese tombs hitherto discovered in Indo-China had already been opened, apparently in antiquity, for purposes of exhumation. I was fortunate enough, however, to discover several groups of sepulchres of the Han, Six Dynasties, and T'ang periods, intact. Some of these tombs, which are at Lach-Truong (Thanh-hoa), were particularly rich and most interesting from the documentary point of view. We found there a Chinese art which had been affected by Indonesian influence. I will only mention here a tray on which we see three fish surrounded by zones ornamented with the same circles and tangents as on the drums, armour plates, and so on, excavated at the Dong Son site. It is from one of these tombs at Lach-Truong that, amongst other things, was discovered a human figure in bronze, the most ancient specimen of a type named "prisonnier Cham" that we know. It is a lamp-stand.

Though their funerary furniture is often of surprising richness, the tombs of Thanh-hoa are, generally speaking, somewhat simple when compared to

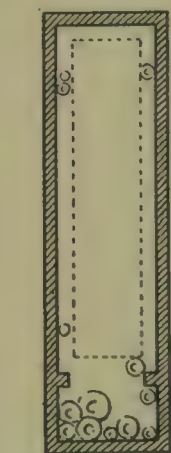
dates from beyond the beginning of our era and goes up to the time of the T'ang Dynasty (617-906 A.D.).

So much for the Indonesian civilisation. Now let us turn to the work accomplished on ancient Chinese tombs. I have excavated about thirty altogether—five in Tonkin and the others at Thanh-hoa (northern Annam). The oldest tombs date from the Han period;

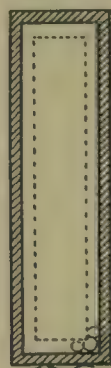


HAN TOMB.

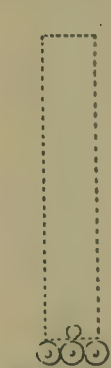
EVOLUTION OF CHINESE TOMB-CONSTRUCTION FROM THE HAN TO THE SUNG PERIOD.



SIX DYNASTIES TOMB.



T'ANG TOMB.



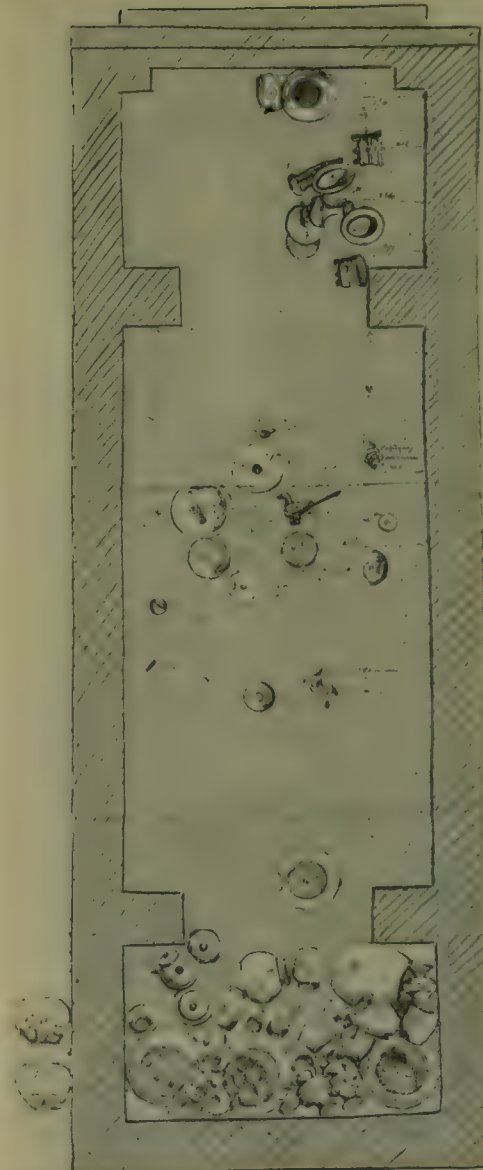
SUNG TOMB.

THE TRANSFORMATION IN THE STYLE OF CHINESE TOMBS IN INDO-CHINA FROM THE HAN PERIOD TO THAT OF THE SUNG DYNASTY: EXAMPLES FROM TONKIN AND NORTHERN ANNAM, GRADUALLY SMALLER AND LESS ELABORATE AS TIME WENT ON, WITH FEWER FUNERARY DEPOSITS (EVENTUALLY PLACED OUTSIDE).

for the Paris museums under the auspices of the French School of the Far East, I was lucky enough to discover some interesting monuments of a little-known character. The principal object of my mission, which lasted for about eight months, was to study, on the one hand, that civilisation, hitherto so little known, which has been named "Indonesian" by MM. Coedès and Goloubew; and on the other hand I wanted to investigate the civilisation brought by the Chinese to Indo-China at the beginning of the Christian era and its evolution during the first millennium.

Let us begin by a few words on our work concerning the "Indonesian" civilisation. For over two months (January-March) I carried out methodical excavations on the site and necropolis of Dong-Son (Thanh-hoa), in northern Annam. The excavations revealed this particular civilisation at a time when it was strongly affected by Chinese influence of the Han period (the two centuries before and after Christ). This site, which extends for several kilometres along the right bank of the river Song-Ma, yielded a considerable quantity of arms, drums, vases, and basins, all of bronze, with some arms of iron; numerous discoidal rings of jade, cornelian and rock-crystal beads and even gold beads, and also a large amount of pottery.

Some tombs are of particular interest owing to their funerary furniture, which was very rich. I mention here only two superposed graves, containing two large drums ornamented with zoomorphic and geometrical designs, basins, arms, jade rings, beads of various kinds, and terra-cotta vases and bowls of various shapes. Except the funerary deposits, nothing indicated the position of these burials, either above or below ground. A vertical cut made in the ground showed us the succession of the various archæological and geological layers. We removed numerous objects, layer by layer, and as soon as we have studied them we shall be able to get an exact idea of the evolution of Dongsonian craftsmanship from a period which

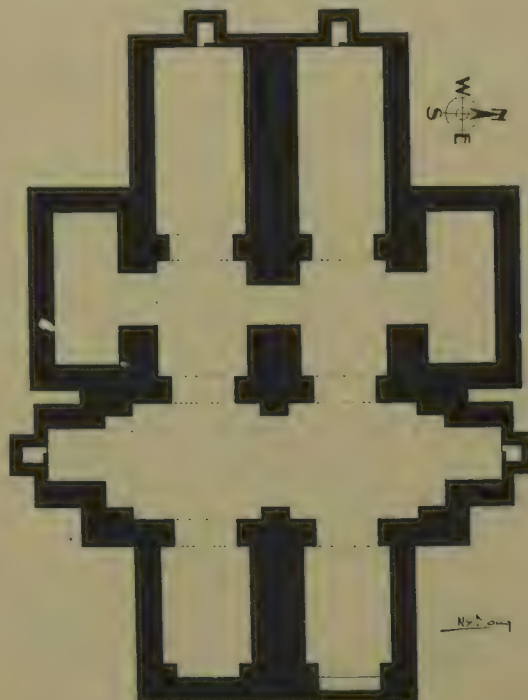


SHOWING THE DISPOSITION OF THE FUNERARY DEPOSITS: A GROUND-PLAN OF TOMB NO. 4 AT LACH-TRUONG, HAU LÔC, THANH-HOA—ONE OF THE LARGER EXAMPLES CONTAINING A QUANTITY OF POTTERY AND OTHER OBJECTS.

those of Tonkin. These latter are sometimes sumptuous. Thus, for instance, I discovered at Nghi-ve, in the province of Bac-ninh, about thirty kilometres from Hanoi, a sepulchre dating from the third century A.D., which contains no fewer than ten subterranean chambers. One of these is three metres (nearly 10 ft.) high and about six metres (over 18 ft.) long. The tomb is built of glazed polychrome bricks decorated in linear relief with geometrical designs, enigmatic symbols, and Chinese characters. The funerary deposits comprise a large quantity of ceramics, amongst which must be mentioned, above all, some rough models of houses. This magnificent monument will be transported, brick by brick, to Hanoi, and reconstructed in the Garden of the Louis Finot Museum.

Not far from this tomb, near the market of Lim, also in the province of Bac-ninh, I discovered some brick tombs dating from the third and fourth centuries A.D. Several of these bricks are decorated in a most curious manner. There are scenes in bas relief and linear relief which show human figures such as dancers, dragons, griffins, birds, and other animals. There are also designs from the vegetable kingdom (for example, the Tree of Life), geometrical motifs, and so on. This ornamentation is somewhat similar to that which appears on a certain number of Chinese metal mirrors dating from the Han period.

The objects which I have assembled during my excavations in Indo-China have recently been exhibited at the Musée Cernuschi in Paris, which has been completely reorganised by its director, M. R. Grousset. A more detailed account of the results of my work will be published in the "Revue des Arts Asiatiques" (Paris) and in the "Bulletin" of the French School of the Far East.



A SUMPTUOUS TYPE OF TOMB DISCOVERED IN TONKIN, WITH TEN SUBTERRANEAN CHAMBERS: A GROUND-PLAN OF TOMB NO. 2, AT NGHI-VE SON, TIEN-DU, IN THE PROVINCE OF BAC-NINH.

A THIRD-CENTURY CHINESE TOMB IN TONKIN: A TEN-CHAMBERED STRUCTURE OF POLYCHROME BRICK.



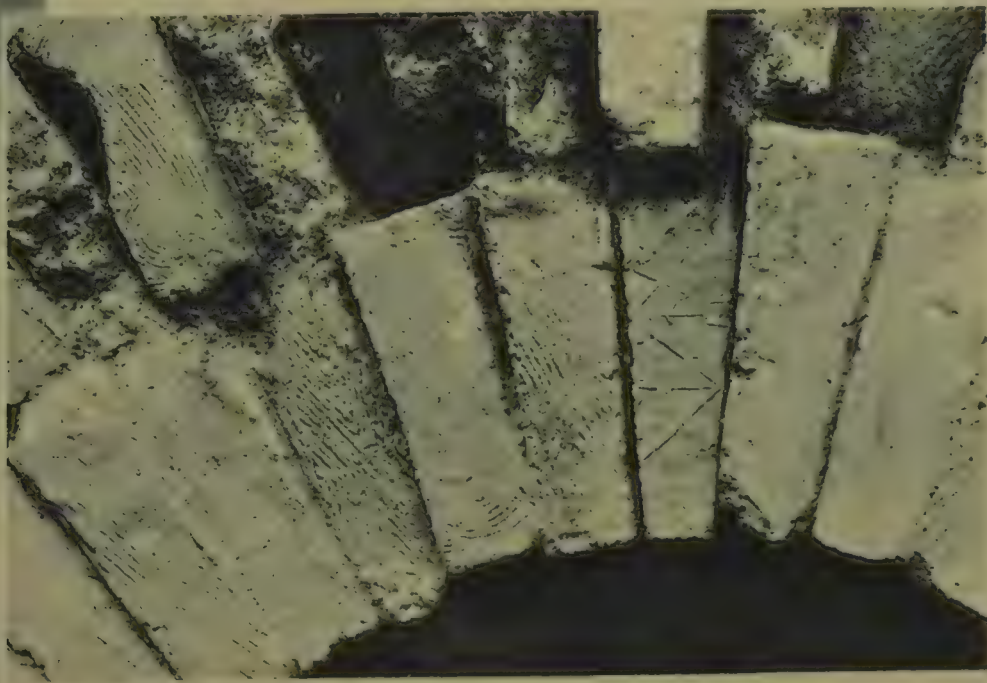
THE SOUTHERN SIDE OF THE GREAT CHINESE TOMB AT NGHI-VE, IN TONKIN, AFTER EXCAVATION: A MASSIVE BRICK STRUCTURE, SHOWING THE INSCRIBED KEYSTONE OF THE ARCH (SEEN ENLARGED IN THE LOWER RIGHT-HAND PHOTOGRAPH).



SHOWING THREE BRICKS (TWO NEAR THE TOP AND ONE ON RIGHT AT FOOT) INSCRIBED IN CHINESE: INTERIOR DETAIL OF VAULTING IN THE NGHI-VE TOMB, BUILT OF GLAZED POLYCHROME BRICKS BEARING LINEAR RELIEF AND SCRIPT.



INSIDE THE CHINESE TOMB WHICH IS TO BE REMOVED BRICK BY BRICK FROM NGHI-VE TO HANOI, AND RECONSTRUCTED THERE IN A MUSEUM GARDEN: PART OF THE INTERIOR AFTER REMOVAL OF DÉBRIS.



SHOWING THE KEYSTONE OF THE ARCH (THE FOURTH BRICK FROM THE RIGHT) INSCRIBED WITH CHINESE CHARACTERS: DETAIL OF THE CENTRAL PART OF THE ARCH SEEN IN THE UPPER LEFT-HAND PHOTOGRAPH.

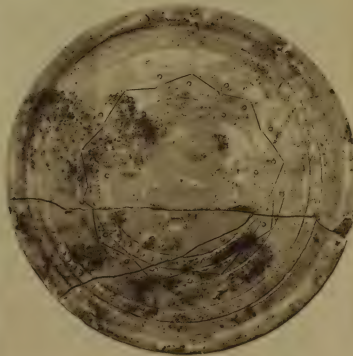
PHOTOGRAPHS SUPPLIED BY PROFESSOR O. JANSE. (SEE HIS ARTICLE ON PAGE 50.)

A HITHERTO UNKNOWN ORIENTAL CIVILISATION REVEALED BY DISCOVERIES IN INDO-CHINA.



"INDONESIAN" ART IN NORTHERN ANNAM UNDER CHINESE INFLUENCE OF THE HAN PERIOD: THE UPPER SIDE OF A BRONZE DRUM DECORATED WITH GEOMETRIC DESIGNS AND STYLED BIRDS, FROM A TOMB IN THE NECROPOLIS OF DONG-SON, THANH-HOA.

CHINESE ART AFFECTED BY "INDONESIAN" ART: A TRAY IN GLAZED TERRA-COTTA, DECORATED WITH FINE DESIGNS AND CIRCLES, FOUND AT A GRAVE AT LACH-TRUONG, THANH-HOA, NORTHERN ANNAM.



ANOTHER TRAY OF GLAZED TERRA-COTTA FROM THE SAME SITE AS THAT SHOWN IN THE PHOTOGRAPH IMMEDIATELY ABOVE IT, AND SIMILARLY DECORATED: A DISCOVERY AT LACH-TRUONG, IN NORTHERN ANNAM.



PERHAPS THE EARLIEST KNOWN SPECIMEN OF A TYPE CALLED "CHAM PRISONER": A BRONZE FIGURE FORMING A LAMP-STAND, FROM A TOMB AT LACH-TRUONG, ANNAM, DATING FROM THE FOURTH CENTURY A.D.



BEFORE CLEANING: THE SAME BRONZE FIGURE AS SHOWN IN THE ADJOINING PHOTOGRAPH; HERE SEEN AS FOUND.



AFTER CLEANING: THE SAME BRONZE STATUETTE (AS SHOWN ON LEFT), BEARING A TRAY, WITH FIGURES OF FLUTE-PLAYERS ON THE THIGHS, FROM A TOMB AT LACH-TRUONG, (FOURTH CENTURY).



A BRONZE TRIPPOD WITH THE HEAD OF A TIGER (PHASANT) AND RICHLY DECORATED LID, FOUND IN A LACH-TRUONG TOMB BEHIND THE HOUSE SHOWN IN TWO PHOTOGRAPHS BELOW (TO LEFT).

ANCIENT ORIENTAL LIGHTING METHODS: A BRONZE HANGING LAMP FROM A TOMB AT LACH-TRUONG, DECORATED WITH BIRDS AND TWO HUMAN FIGURES, ONE A FLUTE-PLAYER.

The above photographs relate to Professor Janse's article on page 50 describing his important discoveries in a largely unexplored archaeological field in Indo-China. His purpose was to study the civilisation known as "Indonesian" and also that brought by the Chinese into Indo-China at the

beginning of the Christian era, with its subsequent evolution. He informs us that many objects found at Lach-truong, in the province of Thanh-hoa, northern Annam, "belong to a hitherto unknown civilisation which I should be disposed to call 'Sino-Indonesian.'" Most of the above illustrations, it

PHOTOGRAPHS SUPPLIED BY PROFESSOR O. JANSE.



CHINESE PLASTIC ART IN NORTHERN ANNAM: A RECONSTRUCTED TERRA-COTTA MODEL OF A HOUSE FROM LACH-TRUONG, THANH-HOA PROVINCE, WHICH RECALLS PROFESSOR JANSE'S ALLUSION TO SIMILAR KINDS AT NGHIE, TONKIN.



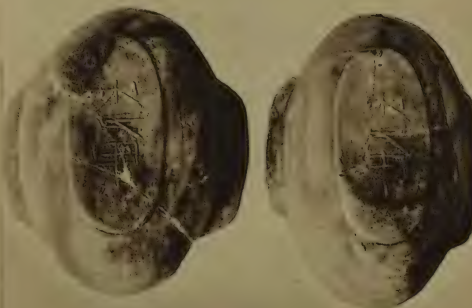
DESCRIBED BY PROFESSOR JANSE AS A "VASE À ALCOOL" (ALCOHOL VASE): A VESSEL IN GLAZED TERRA-COTTA FOUND IN A TOMB AT LACH-TRUONG, IN NORTHERN ANNAM.



A DISCOVERY IN TOMB NO. 9 AT LACH-TRUONG, NORTHERN ANNAM: A WELL-PRESERVED JAR MADE OF GLAZED TERRA-COTTA AND DECORATED WITH A UNIFORM LOZENGE PATTERN.



AN INTERESTING CERAMIC FORM FOUND IN THE REGION OF LACH-TRUONG: A VESSEL OF GLAZED TERRA-COTTA MADE IN THE SHAPE OF A BALUSTER, WITH A HANDLE ON THE TOP.



VESSELS OF AN EARLY PERIOD FOUND IN INDO-CHINA AND BEARING INSCRIPTIONS IN CHINESE CHARACTERS: A PAIR OF OVAL-SHAPED CUPS, MADE OF GLAZED TERRA-COTTA, AMONG THE FUNERARY DEPOSITS IN A TOMB ON AN UNSPECIFIED SITE.

will be noted, show objects found at Lach-truong, an exception being the bronze drum from the necropolis of Dong-son, in the same Annamite province, seen in the top photograph on the left. Regarding the model of a house (second from the right at the top) found at Lach-truong, we observe that in

(SEE HIS ARTICLE ON PAGE 50)

NEWLY FOUND RELICS OF EARLY EASTERN ART MAINLY FROM LACH-TRUONG, NORTHERN ANNAM.



A TRIPPOD WITH THE HEAD OF A COCK, MADE OF GLAZED TERRA-COTTA: A VESSEL, FOUND AT LACH-TRUONG, NEAR HAU LÖC, IN THE PROVINCE OF THANH-HOA, NORTHERN ANNAM.



DECORATED WITH A CURIOUS SYMBOL LIKE A SMALL LOOPED SNAKE: TWO OF THREE VESSELS OF SIMILAR TYPE, MADE OF GLAZED TERRA-COTTA, DISCOVERED IN A TOMB AT LACH-TRUONG, NORTHERN ANNAM.

his article Professor Janse alludes to similar models discovered at Nghi-ve, in Tonkin. He also mentions a bronze lamp-stand in human form, found at Lach-truong, as the earliest known specimen of the "prisoner Cham" type. Presumably it is that shown in the middle illustration on the extreme left.

INDO-CHINA DISCOVERIES: ANCIENT CHINESE TOMBS; AND A SITE EXPLORED.



THE SCENE OF SOME OF THE RECENT DISCOVERIES OF ANCIENT CHINESE TOMBS IN NORTHERN ANNAM: A GENERAL VIEW OF THE PLAIN IN WHICH THE BURIALS WERE FOUND, BY A FRENCH EXPEDITION UNDER PROFESSOR JANSE, AT LACH-TRUONG, HAU-LOC, NEAR THANH-HOA.



LIKE A SECTION OF A GIGANTIC DRAIN-PIPE, WITH CROSS JUNCTIONS: A CHINESE TOMB (AFTER CLEARANCE) FOUND AT NOI-DUE-DONG, NEAR TIEN-DU, IN THE PROVINCE OF BAC-NINH, TONKIN.



BRICKS WITH RELIEF DECORATION FROM A CHINESE TOMB AT NOI-DUE-DONG IN TONKIN: THE TOP ONE SHOWING THE TREE OF LIFE BETWEEN TWO BIRDS AND (ON RIGHT) A DANCER AND A DRAGON (EXTREME RIGHT).



AN EARLY CHINESE TOMB DATING FROM THE HAN PERIOD (THE TWO CENTURIES BEFORE AND AFTER CHRIST) FOUND IN NORTHERN ANNAM: A VAULTED ROOF OF MASSIVE QUADRUPLE BRICKWORK.

HERE we illustrate some of the remarkable Chinese tombs discovered in various parts of Indo-China, with one of the sites explored, during recent excavations by the French School of the Far East, under Professor Janse, whose descriptive article appears on page 50. One illustration regarding which he supplies some explanatory detail is that seen above on the right in the middle row. After referring to the tomb (illustrated on page 51) found at Nghi-ve, in Tonkin, he says that not far away, near Lim, also in the province of Bac-ninh, he found some brick tombs dating from the third and fourth centuries A.D. Many of the bricks, he adds, were curiously decorated with scenes in bas-relief and linear relief, representing dancers and other human figures, dragons, griffins, animals, and birds. One particularly notable design is that on the uppermost of the three bricks shown in the photograph. Here, towards the left, is seen the mystic Tree of Life with a peacock-like bird on either side, while on the right is a dancer faced by a dragon.



WITH REMAINS OF THE COFFIN (THE OBLONG OBJECT IN THE CENTRE) STILL SURVIVING—A RARE OCCURRENCE: A TOMB DISCOVERED AT LACH-TRUONG, IN NORTHERN ANNAM, WITH POTTERY DEPOSITS AT THE ENTRANCE.

THE CLIMAX OF SUMMER SPORT: WIMBLEDON AND HENLEY.



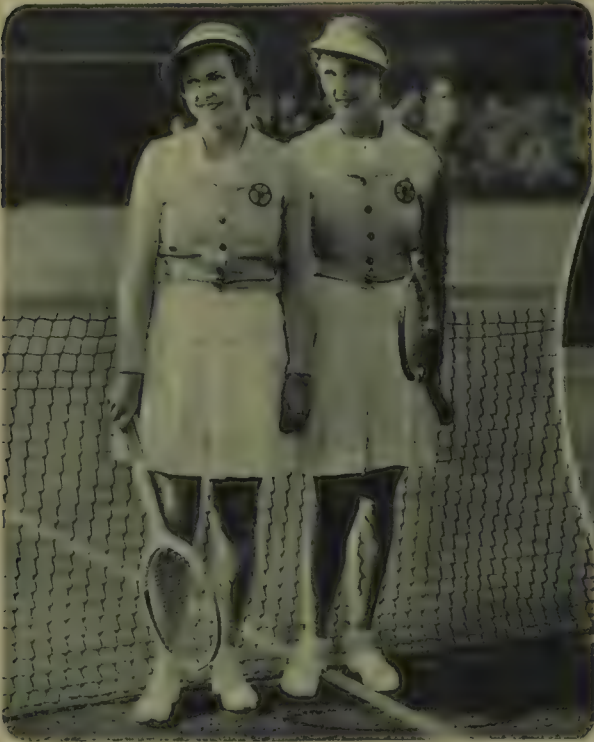
PEMBROKE WIN THE GRAND: THE CAMBRIDGE CREW (LEFT) PASSING THE WINNING-POST A LENGTH AND THREE-QUARTERS AHEAD OF LEANDER.



A BRILLIANT WIN FOR THE ZURICH ROWING CLUB: THE WINNERS BEATING THE LONDON ROWING CLUB IN THE STEWARDS' CHALLENGE CUP IN RECORD TIME.

E. RUFLI, OF THE ZURICH ROWING CLUB, WINNING THE DIAMONDS: A COMFORTABLE VICTORY AGAINST ZAVREL, OF CZECHOSLOVAKIA, IN THE FINAL HEAT.

In beautiful weather Henley Royal Regatta came to its end on July 6. Undoubtedly the most striking performance of the meeting was that of the Zurich Rowing Club, who won the Stewards' Challenge Cup, and are the second foreign crew that has ever done so. In the final heat, against London Rowing Club ("A" Crew), the Zurich four beat by ten seconds last year's record for the Stewards' Cup, although that record was set up in exceptionally favourable conditions. E. Rufl, a member of the same Club, won the Diamond Challenge Sculls, beating J. Zavrel (Veslarsky Club, Czechoslovakia) by three and a half lengths in the final. The Grand Challenge Cup was won by Pembroke College, Cambridge, though the final race was spoilt by the fact that the Leander stroke was not quite ready for the word at the start, caught a crab, and came off his slide for three strokes. After this disaster Leander had little or no chance.



MISS FREDA JAMES (LEFT) AND MISS K. E. STAMMERS: THE WINNERS OF THE WOMEN'S DOUBLES AT WIMBLEDON.



F. J. PERRY AND MISS DOROTHY ROUND: THE WINNERS OF THE MIXED DOUBLES.



J. H. CRAWFORD (LEFT) AND A. K. QUIST, OF AUSTRALIA: THE WINNERS OF THE MEN'S DOUBLES AFTER A BRILLIANT FINAL.



A GREAT CHAMPION AND A GREAT RUNNER-UP: MRS. F. S. MOODY (LEFT) AND MISS HELEN JACOBS.



F. J. PERRY (RIGHT) RETAINS THE CHAMPIONSHIP AFTER BEATING G. VON CRAMM, OF GERMANY: THE FIRST PLAYER TO WIN IN TWO SUCCESSIVE YEARS AT WIMBLEDON SINCE THE HOLDER WAS MADE TO PLAY THROUGH.

A remarkable Championship Meeting ended at Wimbledon on July 6, Great Britain providing the winners of the men's singles, the women's doubles, and the mixed doubles, the United States winning the women's singles, and Australia the men's doubles. F. J. Perry added to his laurels by winning the men's singles for the second year in succession—an unparalleled performance which proves him to be easily the best amateur player in the world. His opponent in the final, G. von

Cramm, is the first German player ever to get so far. Mrs. Moody, in the women's singles, successfully staged her "come-back," but only after a most exciting and evenly contested final with Miss Jacobs, who at one time had one point for the match. Miss Jacobs has now been runner-up four times, but has never yet won at Wimbledon. A beautifully played match in the men's doubles ended in a win for the Australian pair over Allison and Van Ryn.

THE AIR ARMAMENTS RACE AS SEEN THROUGH FRENCH EYES.—II.

By HENRI BOUCHÉ, writing in our French Contemporary
"L'Illustration."

(CONTINUED FROM "THE ILLUSTRATED LONDON NEWS" OF JULY 6.)

The article here continued from our last issue was published the other day by "L'Illustration," of Paris, and our translation appears by arrangement with that famous paper. The illustrations and the descriptions of those illustrations, are, of course, from the same source. For the rest, it is only necessary to add that "L'Illustration" vouches for the fact that the author bases his arguments solely on public documents, either official or private, which are accessible to anyone who is desirous of judging and understanding a question which has assumed vital proportions.

ARE CERTAIN AIR FORCES MORE OFFENSIVE THAN OTHERS?

The strengths of the Air Forces, no matter how difficult and debatable their comparison may be, are, nevertheless, of public interest, for an Air Force is a weapon of attack, aggression, and surprise. It is essential, therefore, for us to know whether, at the present moment or to-morrow, any nation possesses, or has the chance of possessing, a huge number of aircraft with which (by being the first to take aggressive action) it could not only start a war, but, by immediate destruction and resultant panic, cause the scales to turn decisively in its favour.

If all aircraft were of equal value, the comparative strengths given in the diagrams would be sufficient to reassure us. But are all aircraft of equal value? And, above all, given an equal number of aircraft, and those aircraft of equal technical value, is it not possible that the offensive value of any two Air Forces will differ considerably according to the methods and tactics employed?

We are assured that certain Air Forces—and particularly our own—have not yet acquired that full, free spirit of attack which an "Air Army" must possess: hence the weakness of our fighter squadrons. In other countries, on the contrary, and especially in Italy, the Air Force is said to be "entirely offensive," entirely organised for securing and retaining the "mastery of the air." This is a thesis officially upheld in France last year. Now, on June 1, 1934, the offensive strengths of the great European Air Forces could be compared as follows: France, 426 aircraft, of which 240 were night bombers.—Great Britain, 380 aircraft, of which 80 were night bombers.—Italy, 330 aircraft, of which 110 were night bombers.

In these three countries, however, and especially in Italy and France, there was the question (as shown by certain of the diagrams) of out-of-date machines whose range and "destructive capacity" were, on the whole,

a certain level of budgetary estimates, it was impossible for any country to do much better. In order to get away from this mediocrity, which should not have alarmed anyone, since it was general, it was first essential to obtain higher Budget estimates.

THE COMPARISON OF AIR BUDGETS.

What was each great nation spending on its Air Force before June 1934? How much is it preparing to spend to-morrow? It is worth while to know this, because, the question of immediate armament apart, an increased Budget signifies in the long run "an increased power to wage war." Thus, under a régime of unrestricted national liberty, and in the absence of international control, an Air Force could, in the long run, acquire a dangerous superiority and decide to utilise it for aggression.

Could it acquire this superiority at the expense of the

less than a milliard; Germany half a milliard from 1929 to 1933 and 1260 millions in 1934.*

Naturally, we cannot conclude from these figures that the technical activities and the aircraft industries are simply proportional to the Budget estimates by which they benefit. We can merely affirm that the Italian Air Force, for example, even if it derives considerable benefit from its country's resources, cannot be stronger than the French or British Air Force, so long as the Italian Budget is less than half as big as those of France or Britain.

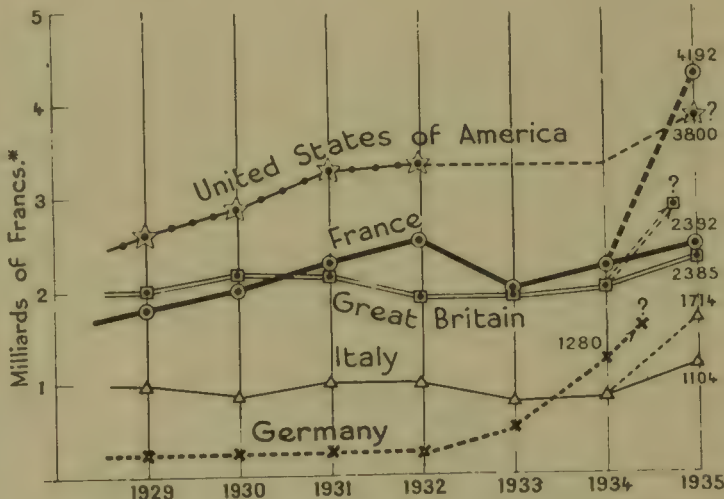
On the other hand, money cannot always replace time. For this reason it may be said that the aircraft industry of the Reich, no matter how it may have been encouraged and assisted during the last eighteen months, has not had sufficient time to attain perfection; to launch out into mass-production and turn out speedily such complicated and delicate parts as those from which supercharged engines are made: we know full well that in our own case, just as in England and the United States, years of industrial activity and several milliards of turnover were necessary to establish such factories, set up the equipment, and organise staffs of engineers, foremen, and highly skilled labour; and that even such powerful organisation cannot execute orders as quickly as the General Staffs place them.

II.—THE EXPANSION AND RENEWAL OF AIR FORCES.

During the last year, as shown by one of the diagrams, exceptional resources were placed at the disposal of the Air Forces of the four great Powers of Western Europe and that of the United States. Experience has proved, however, that even when the greater part of these credits was devoted to rapid mass-production building, it was very difficult to bring about in a few months any alteration in the rate of the industry's production. Such facts are calculated to reassure public opinion.

Even more reassuring (provided we are prepared to take a lesson from it) is the time which elapses before the offensive value of an Air Force can attain disquieting proportions. And if this is true of a country in which it is merely a question of "renewing" a militant Air Force which is second to none in Europe, it is even truer of Germany, where the problem is one of transition from a "convertible civil air fleet" to a military Air Force capable of taking the offensive. In fact, if, in the next two years, the new German Air Force is to have any chance of gaining the ascendancy over even one of the big, already established military Air Forces, the latter will have to rest complacent!

Actually, this is what France, Great Britain, Italy, and Soviet Russia are doing. It is as though these Powers wish to give time to Germany in order to gain time themselves. Now, it is obvious that the Reich, as a great technical and industrial Power, will succeed in overcoming her handicap if she is only given sufficient time in which to do so. And when that occurs, what will Europe

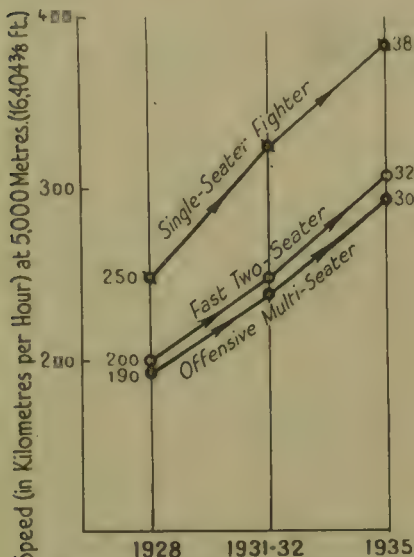


THE MOST VALUABLE FIGURES WHEN MAKING COMPARISONS: THE AIR BUDGETS OF THE CHIEF POWERS, 1929-1935. (JAPAN AND RUSSIA EXCLUDED.)

The American Budget (the dollar taken at a purchasing-power of 20 francs) has always been the biggest. In 1933 and 1934 it showed variations which prevent us from arriving at an exact figure. The increase for 1935 is correct. For France, Great Britain (the £ taken at 100 francs), and Italy (the lira taken at 1 fr. 30) two figures will be noted in the Budget estimates for 1935. The first (end of the unbroken line) corresponds to the regular Budget estimate already voted; the second (line of dashes) takes into account the additional credits which the three countries in question either voted or published officially this spring: the exact amount, however, was not yet known on June 11. The French Government spoke of 1800 million francs; the Italian Government of 600 million lire (the increase in the Budget estimate for 1935 forming a part of these 600 millions). Nothing official is known of the German Budget for the present financial year.

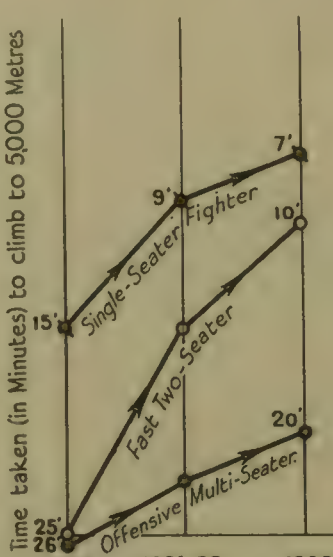
* A milliard of francs = 1,000,000,000 francs (£10,000,000, taking the franc at 100 to the £ sterling).

State? Yes; because throughout the world the aircraft industry is still a State industry. We have, therefore, in the nations' Budgets, or in the activities of the States presenting them, a particularly valuable basis on which to found estimates. It is according to the proportion of the public funds it receives that an aircraft industry can develop its equipment, improve its production



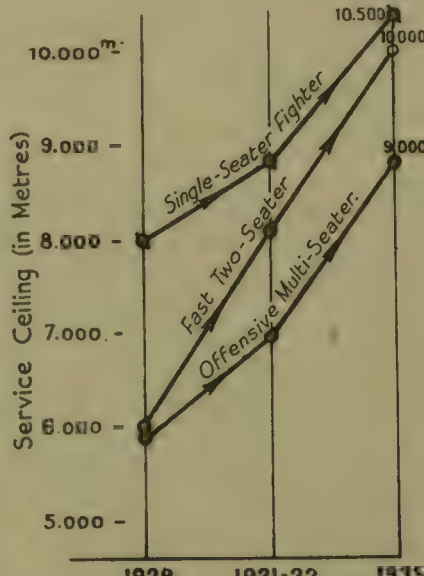
PROGRESS IN HORIZONTAL SPEED.

The line indicating the progress made between 1932 and 1935 rises as rapidly as that showing the advance between 1928 and 1931. This remarkable constancy is due to the putting into service of supercharged engines during the last three years. Cruising speeds are approximately five-sixths of maximum speeds.



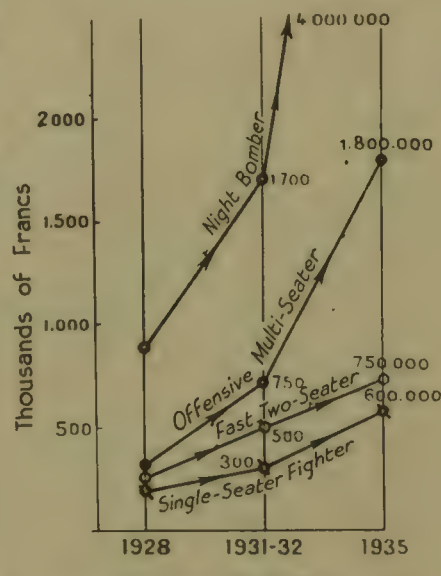
PROGRESS IN CLIMBING.

The multi-seater, always heavily loaded, improves its climbing-power with difficulty. The fast two-seater, which is as powerful as the single-seater and only 15 per cent. heavier, shows striking progress. The single-seater can climb to 5000 metres (16,404 3-8th ft.) in under 7 minutes.



PROGRESS IN "CEILINGS."

Constantly increasing power and the conservation of power when flying at great heights contribute to the raising of the service ceilings of aircraft. The present problem is how to enable crews to carry out frequent climbs to the higher ceilings and continue flight there.



PROGRESS IN COSTS.

Costs rise even quicker than performances. The increase is due to what may be termed the "goldsmith's work" necessary in building up-to-date aircraft, whose engines are marvels of mechanical craftsmanship, whose equipment as a whole boasts the maximum precision.

PROGRESS IN MILITARY AVIATION—IN PERFORMANCE AND IN COST—BETWEEN 1928 AND 1935.

The technical progress that is being made in aviation shows no signs of slowing down. Increase in performance means ever-increasing efficiency in attack and defence: such increases may be counter-balanced so far as tactics are concerned, but they cannot fail to affect the military and financial

sides of aviation. It must be remarked also that the price of materials continues to rise, and, consequently, the prospect of even heavier Budget estimates may cause endeavours to reduce Air Force strength—palliative endeavours in the guise of an effort at disarmament.

very weak. Accordingly, these "offensive" Air Forces were very mediocre, both in numbers and quality, and sufficiently comparable with each other as regards their weakness to preclude the possibility of their giving anyone cause for anxiety.

This weakness was easy to explain: given the multiplicity of the tasks devolving upon an Air Force, and given

technique, and perfect the indispensable mass-production of very complicated machinery—for example, supercharged engines.

How did the great Air Powers stand in this respect in the middle of 1934? During the last six years, the average annual budget of the United States reached three milliards; France and Great Britain, two milliards; Italy rather

have gained by saving a few additional milliards, except the chance of a more burdensome, less probable, agreement as to limitation, followed by a reduction of air armaments.

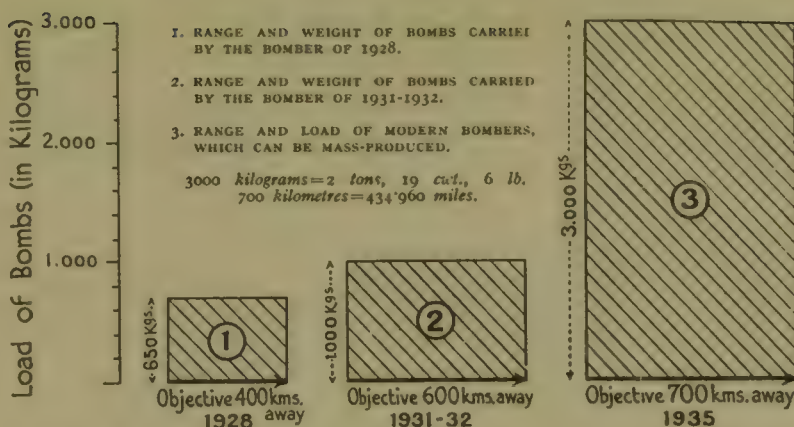
* A milliard of francs = £10,000,000; taking the franc at 100 to the £ sterling.

THE "EXPANSION" OF THE BRITISH ROYAL AIR FORCE.

We have seen that the British Ministers regard the present efficiency of the Reich's Air Force as very much below that of their own. Well, his Majesty's Government has now decided to increase, in two years, the number of first-line aircraft at the disposal of the Royal Air Force for home defence from 580 to 1500.

The following is the official British explanation of this apparent contradiction. On May 22 last, in the House of Lords, Lord Londonderry, the Minister for Air, declared: "It has been suggested that, in saying in November that the German strength was half our own at that date, his Majesty's Government were wholly wide of the mark. We have no evidence from any reliable source that at that date Germany possessed even half-a-dozen squadrons completely formed."

Lord Londonderry then explained that, if Germany claimed to have 800 or 850 first-line aircraft, there must be a "considerable difference" between what she understands by "first-line" and what Great Britain understands by it. He added immediately, however, that he did not doubt Germany's capacity to organise, and that in no long period, an Air Force to which the term "first line" would apply with all the implications of the British interpretation. He went on: "At the present time all the information we



PROGRESS IN THE "DESTRUCTIVE EFFICIENCY" OF THE NIGHT BOMBER BETWEEN 1928 AND 1935.

The aircraft of 1928 (1) carried 650 kilograms of bombs to an objective 400 kilometres away, equal to an efficiency of 260 tonnes-kilometres, at a speed of 150 kilometres an hour. Allowing 1 hour twenty minutes for refuelling, reloading, etc., after each flight to and from the objective, the theoretical efficiency is 936 tonnes-kilometres in twenty-four hours. Under the same conditions, the 1931-1932 aircraft, which flies at 180 kilometres an hour, has an efficiency of 600 tonnes-kilometres per expedition and 1800 tonnes-kilometres for twenty-four hours. The heavy aircraft of 1935 (3), flying at 235 kilometres an hour, has an efficiency of 2100 tonnes-kilometres per expedition and 6300 per day. Thus the theoretical "destructive efficiency," which approximates more and more closely to practical efficiency as the speed and the service ceiling of the bombers increases—since these aeroplanes are becoming more and more suitable for day flying—is seven times greater than it was seven years ago; with aircraft quadrupled in price and carrying double crews.

NOTE.—A tonne-kilometre is the equivalent of the work done in carrying a tonne the distance of a kilometre: 1 tonne=2204·6223 lb. (The figures in the diagrams do not refer to any particular type of aeroplane: they are simply used as typical.)

State for Air, Sir Philip Sassoon, stated: "We have always built soundly and we intend to continue. . . . It would be the height of folly to set up a mere façade of air strength." In fact, at that time, the programme of expansion drawn up related to 41 squadrons (fewer than 500 aircraft) to be built in five years.

Suddenly, this wise programme was replaced by a "foolish" programme—if we accept the ideas of Sir Philip Sassoon—which aims at nothing less than to treble in two years the home military Air Force. How can this apparent folly, which is certainly very deliberate, be explained? We suggest two or three ways.

Internal policy in the first place. As it is a question of a parliamentary majority which foresees a General Election in the fairly near future, we are entitled to think that the British Government contemplates earning the right to public gratitude. Moreover, in Great Britain there are particular circumstances to consider: there is a *Budget surplus* to be absorbed. Is there any better way in which to employ this surplus than by spending it in the country upon a task which is directly connected with the security and prestige of the country?

In our opinion, moreover—and here we enter the domain of foreign policy—there is a very direct connection, in the eyes of the British leaders, between the safety of Britain and the new programme of expansion

of the Royal Air Force: it binds the air policy of Great Britain with its traditional policy, which is not to tolerate too strong a Power or too strong a group of Powers on the Continent of Europe.

Well, what is it the British leaders see? The rebirth of a German military Air Force? The present German force Great Britain knows to be still relatively small: she is taking the necessary precautions against its growth.

But do not his Majesty's Ministers wish to ward off other dangers (however remote or unlikely) with the same parry? The British leaders have watched the Franco-Italian conversations; the Franco-Russian Pact; the aerial relations between Italy and Russia; the recent visit to Moscow of the Chief of the Czechoslovakian Air Force; and the announcement of the opening of a regular air service between Moscow and Prague, via Kieff and Rumania. In a word, Great Britain envisages the formation—unlikely, perhaps, but that does not matter—of an "aerial mass" out of proportion to her own strength.

Now, Great Britain is apprehensive of adventures in Europe, but she is even more apprehensive of any threat other line of Imperial communications, staked out via Gibraltar, Malta, and Cyprus, across the Mediterranean which the Franco-Italian Air Forces could control absolutely. And she is experiencing that new fear which, although vague, is profound and radically new to the British heart—the feeling of lost insularity. For that reason, Great Britain is entering the "Air Armaments Race."

Here follows, in *L'Illustration*, a section, "Race or Pact?" in which it is argued that there is still time—a year or two—in which to negotiate an "Air Pact," without which "the Air Armaments Race will ultimately bring an aerial war." [THE END.]

ON RECONNAISSANCE DUTY NEAR THE WESTERN COAST: BOMBERS OF THE UNITED STATES AIR FORCE. Men of the crews can be seen at their posts before the propellers, above the wings, and towards the end of the fuselage.

possess goes to show that the German Air Force does not include nearly as large a total number of military aircraft as our own."

How, then, does Lord Londonderry propose to justify the programme of "expansion" submitted? By the fact that the rulers of Germany, whatever the precise air strength of their country at present, have clearly stated her ultimate objective: *parity with the French Air Forces available for home defence.*

Thus, it is a German claim for equality with France which is forcing Great Britain to treble her home Air Force in order to bring its strength, in 1937, into line with that which we ourselves have reached and with that at which Germany is aiming!

On the same day, in the House of Commons, Mr. Baldwin also referred to the ultimate objective avowed by Germany, which, he repeated, is parity with France, and said: "We are basing our estimation on that scale"—that is to say, the French air strength.

At that time, he estimated the French air strength at 1500 aircraft, after deducting the aircraft stationed in the Far East; that is to say, too far away to assist the home country. Finally, he gave it to be understood that the British policy consists in "seeing that Great Britain shall be by no way behindhand as compared with any other country."

This is the explanation which the British Government gave for its "plan of expansion": it is not entirely satisfactory.

It was even less so when, on March 19 last, in order to justify to the House of Commons the extremely modest figure of the supplementary credits asked for at that time for the Royal Air Force, the Under-Secretary of



THESE MONSTERS OF OFFENSIVE AVIATION REMAIN VERY FEW IN NUMBERS.

Four years ago, there was considerable stir about the Caproni 90 P.B., with six 750-h.p. engines; but this Italian heavy bomber, which set up two fine records, remains in its first form. Our photograph shows the only Caproni P.B. that exists being drawn and pushed towards its hangar. Thus "L'Illustration." It may be added that, according to Jane's "All the World's Aircraft," the Caproni "90 P.B., which is a bomber, set up six world's records in February 1930, "carrying useful loads of 5000, 7500, and 10,000 kgs."

BOOKS OF THE DAY.

SOMEWHERE or other—unless I have been dreaming—I saw or heard a rumour lately that there was a prospect of improving the relations between this country and the Irish Free State. Whether there is anything in it I do not know, but I should not be sorry to wake up one morning and find it true. Having no personal knowledge of Ireland, or association with Irish affairs, I approach the subject without prejudice, and from what I have read of her tragic history it seems to me that in the Anglo-Irish disputes neither party has much ground for pride. Everyone, I take it, would like to see a contented and united Ireland, as a friendly member of our community

"She wants it made plain that historically she is a distinct nation from Britain, not a British offshoot; that if she continue in any association with Britain it is for the benefit of both countries and not because of any British right whatever over Ireland. . . . It is the demand for the undoing of the conquest. It is the demand for national independence."

Mr. Pakenham describes himself somewhere as "a Protestant Irishman living outside Ireland," and, again, as one who sees "nothing incompatible in being an Irish Nationalist and a believer in the British Commonwealth."

His main purpose, he tells us, has been to relate how the 1921 Treaty came to be signed, and he has also sought to show its bearing on present problems. "I have had access," he adds, "through a private source, to a large mass of documents never before published or made the basis of published work." His book impresses me as a well-balanced and objective presentation of the facts. I hesitate to call it quite impartial (could anyone be quite impartial about Ireland?), as the author's pro-Irish sympathies are fairly obvious, but it is certainly free from any bitter intolerance. The narrative, especially that of the Treaty negotiations, is full of vivid detail and dramatic situations, while the conciliatory spirit is self-evident. The author states that his principal objects in writing the book were "first, to tell the historical truth; second, to make the utmost contribution in my power towards the achievement of lasting peace between England and Ireland."

Here, of course, I cannot particularise all the author's points regarding a possible settlement, but among other things he suggests that new British declarations might satisfy Ireland that her claims were provided for under the present Dominion status, and that "we need not go far beyond the various drafts submitted to the British in 1921." "Ireland's independence," he goes on, "would be recognised, and Saorstát Éireann would be translated by Republic; but Ireland would be associated with the British Commonwealth for purposes of common concern." These ideas, of course, are unofficial, and the author "boasts no access to the private counsels of the present Irish Government." He is urgent, however, that something should be done quickly, and after further discussion, he concludes: "Thus and thus only shall come lasting reconciliation between the British and Irish peoples; joined, for all their distinguishable race and distinct nationhood, by common trade advantage, ties of marriage, blood and mingled population, an interwoven heritage of culture, deep natural affinity, common democratic ideals. But let it not be supposed that time is on the side of peace. A few months more of strife, and an Ireland within the Commonwealth will be impossible; a year or two more, and External Association will seem, looking back, to have been an idle, fantastic hope."

Irish charm and humour are apt to give place to truculence in the political atmosphere, but they are represented by many delightful anecdotes and personal sketches in a book called "WITH HORACE PLUNKETT IN IRELAND." By R. A. Anderson. With four Portraits (Macmillan; 10s. 6d.). Here we have the story of the co-operative movement founded by Horace Plunkett, most entertainingly told by one of his veteran supporters, who spent forty-five years in active devotion to the cause. This movement cut across the chaos of political strife with a non-partisan appeal to the sound horse-sense of the Irish farmer. "Its fundamental object," writes

the author, "was to teach [him] business methods and habits and to conserve to him the profits of his industry, while at the same time giving him a higher and nobler outlook on life, on citizenship, on fellowship with his neighbours." The founder himself had the tenacity to discourage the Irish love of political controversy. "Horace Plunkett," we read, "once infuriated many of his Ulster friends by the suggestion that they might 'disinfect their politics with common sense.' . . . Nor was his advice to the other three provinces, that 'the

less politics there is in business, and the more business in politics, the better for both,' more sympathetically received."

Although Mr. Anderson has not much to say about current Irish politics, he mentions incidentally that at present co-operators are "totally without representation in the Dail," and expresses a fear that the movement may come under State domination, in contrast to the freedom allowed to voluntary co-operation in Italy by Signor Mussolini. From time to time also he alludes to outstanding national events. Thus, for example, he writes: "In the very middle of the war we had our particular *bouleversement*—the rebellion of Easter Monday, 1916. . . . I had taken a prominent part in organising a body of volunteers, composed of men of extra-military age, and the strength of this force had reached about 2000. Very reluctantly, the War Office had granted us the right to wear a uniform, adorned with a scarlet brassard on which the initials 'G.R.' were displayed in black. So almost at once we were dubbed 'the gorgeous wrecks,' and in Cork, where there was quite a strong battalion, 'Cork's last hope.' Elsewhere, owing to our age, we were called 'The Methuseliens.' But when the time came, the 'Methuseliens' proved themselves to be men. They were the only unit which came under fire in the insurrection or during the Great War, and suffered many casualties by death and wounding."

To illustrate both the humorous side of Mr. Anderson's book and the religious animosities (not always stimulated, it will be seen, by religious leaders) against which the co-operators had to contend, I quote here an experience of



A FRENCH FOURTEENTH-CENTURY IVORY CASKET WITH SCENES FROM THE GOSPELS AND FROM THE LEGEND OF ST. EUSTACE: ONE OF SEVERAL BEAUTIFUL IVORIES RECENTLY ACQUIRED BY THE VICTORIA AND ALBERT MUSEUM. (7½ IN. LONG.)

On the lid of this exquisite casket are shown the Annunciation, the Visitation, the Nativity, and the Presentation. Round the box is carved the story of St. Eustace taken from the Golden Legend. On the front, shown here, Christ appears to St. Eustace between the horns of the stag. Caskets with Gospel scenes or legends of the Saints are exceedingly rare in the earlier part of the fourteenth century, from which this dates. The carving is of exceptionally fine quality. The three ivories illustrated on this page are recent acquisitions of the Victoria and Albert Museum.

of nations. Why should Irish unity not be possible, despite differences of religion and race? England, Scotland, and Wales have managed to settle down together and establish religious toleration over a much larger area, comprising many more sects and racial elements. Why must Ireland remain divided within herself and hold aloof from the family circle? Her internal differences, perhaps, may gradually be composed by the spread of education. As to the South's desire for independence, it might not be so strong but for the fact that Nature sundered the two lands—

And bade betwixt their shores to be
The unplumb'd, salt, estranging sea.

On this side of the Irish Sea, that much-cited individual, the "man in the street," the careless, casual Englishman, might look blank if asked suddenly to define the existing state of the Anglo-Irish problem, being unaware, perhaps, that there was any problem left. He would find means of answering the question in a book which tells the whole story of the last fourteen years, while touching also on preceding events during and just before the Great War. I refer to "PEACE BY ORDEAL." An Account, from first-hand sources, of the Negotiation and Signature of the Anglo-Irish Treaty, 1921. By Frank Pakenham. With fourteen Portraits (Cape; 15s.). Here we read: "The present position is pitiful. Both countries are standing up to the 'Economic War,' both countries have found various compensations. But certain interests in Ireland (those, incidentally, most friendly to England) are suffering calamitously; the cattle trade so vital to England in war-time is being forced out of existence; while the decline of £14,000,000 a year in English total exports to a country that was previously England's second best market, makes mock of the trade agreements England entered into at Ottawa and elsewhere, and, indeed, of all serious efforts to expand her export trade. Nor is the loss only economic. . . . Acrimony is steadily infecting all mutual kindness. . . . Personal inquiries have satisfied us beyond all shadow of doubt that the present obstacle to settlement is not economic but political."

The above statement of the present situation opens the author's concluding chapter, in which he discusses the points at issue and offers various suggestions. Answering the question, "What does Ireland want?", he continues:



AN IVORY PORTRAIT RELIEF OF LOUIS XIV. AS "LE ROI SOLEIL"; SIGNED BY MICHEL MOLART: A DESIGN INCLUDING MEDALLION PORTRAITS OF THE KING'S ANCESTORS. (4 IN. HIGH.)

Into the design of King Louis's fantastic armour have been worked medallion portraits of his grandfather and father, Henri IV. and Louis XIII., with their Queens, Marie de Medicis and Anne of Austria. The plaque is undated, but was probably carved before the Queen's death in 1683.



AN IVORY BUST OF A WOMAN SIGNED BY CARL AUGUST LÜCKE (C. 1668-C. 1730): THE WORK OF A GERMAN IVORY CARVER WHO WORKED FOR SOME YEARS AT THE COURT OF SCHWERIN. (2½ IN. HIGH.)

one of their most eminent advocates, the Rev. Thomas A. Finlay, S.J., Professor of Political Economy at University College, Dublin. "Once he had to speak in a village on the borderland of Ulster, where the population were about evenly divided in their allegiance to the Orange and the Green. It was coming close to the Twelfth of July, when the Battle of the Boyne anniversary was celebrated. . . . The object of the meeting was the peaceful one of starting a co-operative creamery. . . . He found the audience sharply divided into two potentially hostile camps, the 'Papishes' on one side of the house, and the 'Prasbytarians' on the other. . . . Father Finlay began quietly with the observation that it seemed strange to him that sensible men who all desired to have a creamery should concern themselves that day about a quarrel which had taken place more than two centuries before, between a Dutchman and a Scotsman. 'Can we not,' he asked persuasively, 'leave that old quarrel to be settled between the two protagonists—that is, if too great a gulf do not now divide them?' There was a long silence; then an aged 'Prasbytarian' rose slowly and, looking round the room, ejaculated, 'Dod, but the mon's raight!'"

Ending on a serious note, Mr. Anderson writes: "Our poor country has been sundered by a frontier which is at once the negation of statesmanship and common sense," and asks whether there are not enough peace-loving persons in Ireland to join in establishing "the Co-operative Commonwealth of A. E.'s dreams." "I have written this story (he concludes) in the hope that it may kindle in young hearts the spirit that animated the pioneers. . . . If those who read it understand its simple lesson and will act upon it, they may yet see and realise the great aspiration of 'Ireland a Nation.'" Meanwhile, perhaps, John Bull will arrange to resume the import of Irish bulls and other cattle from his "other island." C. E. B.

NAVAL OCCASIONS: THE FORTHCOMING REVIEW AND OTHER R.N. NEWS.



HOW THE SHIPS WILL BE BERTHED AT SPITHEAD FOR THE SILVER JUBILEE REVIEW OF THE FLEET BY HIS MAJESTY THE KING ON JULY 16. AN ADMIRALTY CHART SHOWING THE TRACK OF THE ROYAL YACHT BETWEEN D AND E LINES GOING WEST AND BETWEEN F AND G LINES RETURNING EASTWARDS.

The next issue of "The Illustrated London News," dated July 20, will be a double number devoted for the most part to his Majesty's great Jubilee Reviews on July 13 and July 16—the first of the Army at Aldershot, the second of the Fleet at Spithead—and also concerning itself with the R.A.F. Here we give our readers a preliminary indication of the positions which his Majesty's ships will take up for the Fleet Review. Ships of the Home Fleet are from "Lucia" to "Mackay" in C line; from "Stronghold" to "Faulknor" in D line; "Guardian" and from "Crescent" to "Hood" in E line; and from "Valorous" to "Nelson" in F line. The Mediterranean Fleet is from "Searcher" to "Arrow" in B line; from "Cyclops" to "Douglas" and from "Anthony" to "Coventry" in C line; from "Beagle" to "London" in D line; and from "Resolution" to "Queen Elizabeth" in E line. Most of the rest are in the Reserve Fleet.



A NEW TYPE OF FAST NAVAL BARGE FOR THE C-IN-C., MEDITERRANEAN FLEET: A CRAFT WITH THREE ENGINES, EACH OF 100 H.P.

This new Admiral's barge, designed by Mr. Hubert Scott-Paine and built by the British Power Boat Company, was delivered at Portsmouth on July 8. It is the fastest type of Admiral's barge in the world, being capable of over 30 miles per hour, and is the first to be fitted with three petrol engines. The barge is forty-five feet long, very quiet and comfortable and free of vibration. It marks for the moment the highest achievement of a new school of boat construction, barely eight years old.



A LAND CRUISE FOR THE "REPULSE"! A PERFECT EIGHTEEN-FOOT MODEL OF THE BATTLE-CRUISER TOURING THE SOUTHERN COUNTIES.

This eighteen-foot model of the battle-cruiser "Repulse," towed on the trailer of a motor-lorry and manned by one officer and four naval ratings, left Portsmouth on July 8 on a tour of the Southern Counties in connection with Navy Week. It passed through Chichester, Worthing, Brighton, and other towns on its way to Croydon, where an illuminated tour was made after dark. This was repeated at Reading, Bristol, Aldershot, and Bournemouth.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



THE ETON CAPTAIN IN THE ETON V. HARROW MATCH: BASIL FISHER.

The Eton and Harrow match was fixed for July 12 and 13. Of the 105 matches hitherto played (including that of 1805), Eton have won 42 and Harrow 35.



CAPTAIN OF THE HARROW XI. IN THE ETON V. HARROW MATCH: PETER STUDD, A FINE BATSMAN.



OXFORD CAPTAIN IN THE UNIVERSITY CRICKET MATCH: D. F. WALKER (UPPINGHAM AND B.N.C.).



CAMBRIDGE CAPTAIN IN THE UNIVERSITY CRICKET MATCH: G. W. PARKER (CRYPT, GLOUCESTER AND SELWYN).

The three-day match between Oxford and Cambridge was begun at Lord's on July 8. G. W. Parker, the Cambridge captain, made 70, not out, in the first innings.



SERGEANT PEARCE, SHOOTING CHAMPION OF THE REGULAR ARMY AT HOME, RECEIVING TROPHIES FROM GENERAL GATHORNE-HARDY.

Sergeant W. Pearce, the Rifle Brigade, won the Championship of the Regular Army at home, at Bisley, on July 4. He scored 166 in the Army Hundred Cup; 128 (tied third) in the Roupell Cup; and he won the Roberts Cup with 134. He also won the Watkin Cup and the A.R.A. Gold Medal.



SIR R. BROOKE-POPHAM. Air Chief Marshal and Air Officer C-in-C., Air Defence Great Britain. Received G.C.V.O. from the King during the great royal review at Mildenhall, July 6. To be Inspector-General, R.A.F.



CAPTAIN A. W. KANE. Master of the "Brompton Manor." Arrested, in Minorca, for alleged obstruction of police and sentenced to imprisonment, a result much criticised. Appeal lodged.



THE DUKE OF KENT AT THE ROYAL SHOW, NEWCASTLE-ON-TYNE: H.R.H. WITH THE DUKE AND DUCHESS OF NORTHUMBERLAND.

The Duke of Kent visited the Royal Show at Newcastle-on-Tyne on July 3. He was accompanied by the Duke of Northumberland and the Duchess, with whom he was staying at Alnwick Castle. The Duke evinced great interest in the work of helping the unemployed.



M. ANDRÉ CITROËN. The great French motor-car magnate. Died July 3; aged fifty-seven. During the war he devised a successful scheme for the mass-production of shells; subsequently adapting his factory to motor-car manufacture.



SIR STEPHEN TALLENTS. Appointed Controller (Public Relations) at the B.B.C.; to be responsible for public relations and the editorial control of the Corporation's publications. Formerly Public Relations Officer, the G.P.O.



MR. GUY NICKALLS.

Mr. Guy Nickalls, the famous Eton and Oxford oarsman, died on July 8; aged sixty-eight. After a triumphant rowing career at Eton, he was awarded a Blue in his first year at Oxford, winning a steady succession of victories, including the Goblets in 1890 and 1891, with Lord Amptill. His subsequent victories were so numerous that it seems doubtful if his record can ever be equalled.

LORD AMPTHILL.

Lord Amptill died on July 7; aged sixty-six. When only thirty-one he went out to India as Governor of Madras, and he was acting Viceroy in 1904, Lord Curzon being in England. He saw active service in France. He was an outstanding Freemason, becoming Pro Grand Master in 1908. He was also a notable oarsman, both at Eton and at Oxford, winning the Silver Goblets with Nickalls twice.



WINNERS OF THE INTER-REGIMENTAL POLO CUP: THE 3RD BRIGADE R.H.A. AFTER RECEIVING THE CUP.

The 3rd Brigade R.H.A. beat the 15th/19th The King's Royal Hussars in the final of the Inter-Regimental Polo Tournament at Hurlingham on July 6 by five goals to four. The players seen here are (l. to r.) Major J. C. Campbell (back), Captain B. J. Fowler, Mr. G. P. Gregson, and Mr. H. W. L. Cowan.



MR. C. F. H. GRAINGER LANDING AFTER HIS ESCAPE IN A CHANNEL AEROPLANE CRASH.

Mr. C. F. H. Grainger, sole passenger in an air liner which crashed in the Channel on July 4, was picked up by the steamer "Stanmore" and landed at Fowey on July 5. He was flying in a Cobham Air Routes machine from Guernsey.



EXPLORERS' WIVES ACCOMPANY THE EAST GREENLAND EXPEDITION: THE FOUR LADIES ON THE "QUEST."

The "Quest," Sir Ernest Shackleton's old ship, left Aberdeen on July 4 with members of the British East Greenland Expedition on board. Four members were accompanied by their wives, who are seen here (l. to r.): Mrs. J. Longland, Mrs. L. R. Wager, Mrs. H. Wager, and Mrs. A. Courtald. The expedition will carry out scientific work.

A WINDOW ON THE WORLD: NEWS OF THE WEEK IN PICTURES.



THE DUKE OF YORK OPENS THE NEW GEOLOGICAL MUSEUM IN SOUTH KENSINGTON: A GENERAL VIEW OF THE CEREMONY WHILE H.R.H. WAS MAKING HIS SPEECH.

H.R.H. the Duke of York declared open the new Geological Museum, in Exhibition Road, Kensington, on July 3. The new museum, and the Science Museum on one side and the Natural History Museum on the other, provide, said the Duke, a suite of exhibits of science which cannot be excelled in any other country. Mr. Ormsby-Gore, First Commissioner of Works, revealed that the cost of the new building was £220,000.



THE FIRE AT A POPLAR FACTORY, WHERE TWO FIREMEN LOST THEIR LIVES: THE BURNING PREMISES OF THE THAMES SACK AND BAG CO.

Two firemen lost their lives while fighting a fire which broke out on the premises of the Thames Sack and Bag Co., Ltd., in Orchard Place, Poplar, on July 7, and destroyed the firm's factory and warehouse. The two men were buried beneath a mass of hot brickwork. The cramped location of the warehouse in a street without exit made the work of the Brigade in dealing with the outbreak most difficult.



SIGNOR MUSSOLINI'S REVIEW OF THE BLACKSHIRTS AT EBOLI, WHEN HE MADE HIS DOWNRIGHT SPEECH ON THE ABYSSINIAN DISPUTE: IL DUCE WATCHING A MARCH-PAST OF MEN ABOUT TO LEAVE FOR EAST AFRICA.

Signor Mussolini's speech to the Blackshirts at Eboli, on July 6, seems to leave little doubt about his determination to decide Italy's dispute with Abyssinia by force of arms. On the date mentioned, Il Duce flew from Rome to Salerno, in Campania, to visit some of the troops about to leave for East Africa. He himself piloted the big three-engined seaplane through two thunderstorms. On landing, he proceeded to Eboli, where he reviewed a division of 5000 Blackshirts,



"WE HAVE ENTERED UPON A STRUGGLE WHICH WE . . . HAVE IRREVOCABLY DECIDED TO CARRY TO ITS CONCLUSION": SIGNOR MUSSOLINI MAKING HIS FIERY SPEECH TO THE BLACKSHIRTS AT EBOLI.

some of whom, including four of Il Duce's relatives, came from his native town. Signor Mussolini addressed the men and declared: "We have entered upon a struggle which we as a Government and a revolutionary people have irrevocably decided to carry to its conclusion." The speech will be found given almost in full in this issue, on our double-page of the Emperor of Abyssinia being acclaimed outside the Gorgis Cathedral in Addis Ababa.

ABYSSINIA PRAYS FOR PEACE: THE EMPEROR ACCLAIMED AFTER ATTENDING DIVINE SERVICE IN HIS CAPITAL.

INTEREST in the course of the Italo-Abyssinian dispute reached fever heat after Signor Mussolini's speech to the Blackshirts at Ebboli, near Salerno, on July 6. His words, according to Reuter, were as follows: "We have entered upon a struggle which we as a Government and a revolutionary people have irrevocably decided to carry to its conclusion. Remember that black troops have always been defeated by Italians, and that Adowa, owing to the enormous difference in the proportion of the forces, 14,000 Italians against 100,000 Abyssinians, was a glorious object of Italian heroism. Remember that Adowa was retaken after a day of misfortunes, and then again abandoned, only because Italy had an abject Government which was more occupied with Parliamentary bickerings than the question of the valour of her troops." In Abyssinia, on the other hand, the Emperor has given voice to his country's determination to defend herself should she be attacked. As we noted on the front page of our July 6 issue, under a full-page equestrian portrait of the Emperor, he is reported to have said: "In the event of further frontier incidents, and in view of the Italian mobilisation and arming, while we have steadfastly avoided taking any defensive steps that might be misinterpreted, we shall feel compelled, in the last measure, to defend our frontiers." The Emperor is here seen acknowledging the greetings of troops and civilians after he had attended divine service at the Gorgis Cathedral, where application was made for the peace and prosperity of his country. In a conversation recently quoted in the "Daily Telegraph," the Emperor complained of the difficulties his country experienced in obtaining equipment for its troops in Europe. His Government, he maintained, had been frustrated in their attempt to purchase munitions recently in Czechoslovakia, Denmark, France, and Belgium. "The Belgian Government," the Emperor is reported to have said, "informed us that this was to avoid the reproach of participating in the armament of the Ethiopian Empire." The Emperor went on to say: "We are a pastoral and agricultural people without resources, and cannot do more than purchase abroad a few rifles and guns to prevent our soldiers from entering battle with swords and spears only. If we are in the right, and if civilised nations are unable to prevent this war, at least let them not deny us the power of defending ourselves."



HAILE SILASSIE I. LEAVING THE GORGIS CATHEDRAL, IN ADDIS ABABA, AFTER HAVING TAKEN PART IN PRAYERS FOR THE PEACE OF HIS COUNTRY: THE EMPEROR OF ETHIOPIA—WITH WHOM SIGNOR MUSSOLINI ENVISAGES A STRUGGLE THAT ITALY HAS "IRREVOCABLY DECIDED TO CARRY TO ITS CONCLUSION"—SEEN SALUTING BY RAISING HIS HAND TO HIS TOPEE.
THE JUBILEE NAVAL AND MILITARY REVIEWS and the R.A.F.—The next issue of "The Illustrated London News" (dated July 10) will be a Double Number dealing fully with the Naval and Military Reviews and containing a panorama of the Fleet at Spithead and a number of colour plates. Orders should be placed immediately. The price will be 2/-.

THE QUETTA EARTHQUAKE: LITTLE-RECORDED SUBSIDIARY PHASES.



RUINS THAT CONTAINED 320 DEAD: EARTHQUAKE HAVOC AT MASTUNG, IN KALAT STATE, 32 MILES SOUTH-WEST OF QUETTA—(IN BACKGROUND) REMAINS OF THE RESIDENCE USED BY THE KHAN OF KALAT WHEN VISITING MASTUNG.



A CAMP HOSPITAL FOR WOMEN IMPROVISED (DESPITE "PURDAH" DIFFICULTIES) IN AN ORCHARD NEAR MASTUNG WITHIN FOUR DAYS OF THE DISASTER: SOME OF THE PATIENTS, WITH AN ENGLISHWOMAN TENDING ONE.



BEFORE THE EARTHQUAKE: THE MIRI AT KALAT, THE ANCIENT CITADEL OF THE KHANS OF KALAT, SHOWING (NEAR THE TOP IN CENTRE) THE ARCHED WINDOWS OF THE BEAUTIFUL OLD DURBAR HALL, WHICH WAS DESTROYED.



AFTER THE EARTHQUAKE: RUINS OF THE MIRI, WITH THE TOP PART (INCLUDING THE DURBAR HALL) COLLAPSED, AND THE MASSIVE LOWER WALLS, ENCLCING DUNGEONS AND SECRET CHAMBERS, LEFT STANDING.



THE "MUD VOLCANO" THAT APPEARED DURING THE EARTHQUAKE 20 MILES SOUTH OF KALAT: A SUBSEQUENT VIEW OF THE SPLIT HILL, WITH SOME BALUCH WALKING ACROSS THE SOLIDIFIED BLUE MUD THAT HAD FLOWED OUT BOILING.



A CURIOUS FEATURE OF THE EARTHQUAKE: PART OF A GREAT CRACK OR SUBSIDENCE RUNNING NEARLY STRAIGHT FOR 70 MILES ALONG THE EPICENTRAL LINE FROM MT. CHILTAN (LEFT BACKGROUND) TO KALAT.

While the havoc wrought at Quetta itself by the great earthquake of May 31 has been fully described and illustrated, comparatively little has been recorded hitherto of its effects at outlying places. An India Office statement of June 17 said: "The range of the earthquake is now estimated as 130 miles long and 20 miles broad. Besides Quetta and the towns of Kalat and Mastung, at least 100 villages have been totally destroyed. It is feared that the death-roll, including the countryside, is more than 40,000." The above photographs, forwarded to us at the request of Mr. C. P. Skrine, Revenue Commissioner, Zairat, Baluchistan, show unfamiliar phases of the disaster. In accompanying notes we read: "The Miri at Kalat was abandoned in 1931, after the death of Khan Mahmud Khan, up to which time

it had been in continuous occupation since the Middle Ages. The old Durbar Hall had an elaborately carved wooden ceiling and was beautifully decorated with painted and carved woodwork. . . . After the earthquake, lady doctors and nurses were sent out from Quetta, and volunteers, including officers' wives, toured the villages, inducing relatives of injured women and children to let them be taken to the camp hospital (near Mastung), a matter of some difficulty, owing to the strict 'purdah' kept nearly everywhere. There were between 50 and 60 patients in this 'zenana hospital' when the photograph was taken. . . . The 'mud volcano' appeared near the desert shrine of Thok; 14 out of 16 persons were killed in the shrine." There was a terrific roar, and boiling mud flowed down the hill.



PARLIAMENTS OF THE EMPIRE WELCOMED IN LONDON BY MR. BALDWIN: A LUNCHEON FOR NEARLY FIVE HUNDRED IN WESTMINSTER HALL.

The Speaker presided and members of the Government and of both Houses of Parliament were present at a luncheon of welcome given in Westminster Hall on July 4 to the delegates from the overseas Legislatures of the Empire, who have come as the guests of the United Kingdom branch of the Empire Parliamentary Association. The Prime Minister, in one of his happiest speeches, welcomed the guests, and Mr. R. G. Menzies, K.C., M.P., Attorney-General and Minister for Industry of Australia, replied.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



THE ROYAL SHOW AT NEWCASTLE: THE DUKE OF KENT, PRESIDENT OF THE ROYAL AGRICULTURAL SOCIETY, INSPECTING EXHIBITS.

On July 3 the Duke of Kent, as President of the Royal Agricultural Society, visited the Royal Show at Newcastle and spent five hours on the grounds. He came from Alnwick Castle, where he was the guest of the Duke and Duchess of Northumberland. His Royal Highness is here shown inspecting the Electrical Association's exhibits of agricultural machinery driven by electricity "from the grid."



THE PRINCE OF WALES PRESENTS NEW COLOURS TO THE 2ND BATTALION THE SEAFORTH HIGHLANDERS, AT DOVER—A REGIMENT OF WHICH HE IS COLONEL-IN-CHIEF: HIS ROYAL HIGHNESS TAKING THE SALUTE AT THE MARCH PAST OF THE NEW COLOURS.

On July 5 the Prince of Wales, Colonel-in-Chief of The Seaforth Highlanders (Ross-shire Buffs, The Duke of Albany's), presented new colours to the 2nd Battalion of the Regiment on the parade ground of the Duke of York's Royal Military School, Guston, near Dover. The old colours were presented by Queen Victoria at Balmoral in 1899, and at that ceremony the Prince himself was present as a boy of five. Those colours, as his Royal Highness said in his address to the battalion, had the great distinction of having been carried through three reigns—those of Queen Victoria, King Edward, and King George—

and also through two wars, the South African and the Great War. Afterwards the Prince left for Deal, where he inspected the King's Squad at the depot of the Royal Marines. There he presented the King's badge to the best all-round recruit.



A MONARCHICAL DEMONSTRATION IN THE GREEK NATIONAL ASSEMBLY: DEPUTIES TAKING THE OATH BEFORE SHOUTING "LONG LIVE THE KING!"

At the opening session of the Greek National Assembly in the old Royal Palace at Athens, some of the deputies, after taking the oath, raised the cry of "Long Live the King!" On July 3 the Bill for holding the plebiscite on the monarchical issue was introduced. Electors will be called upon, in September, to decide freely either for maintaining the present Republic or for restoring a constitutional monarchy with Parliamentary government.



NIGHT RACING AT LONGCHAMP—INCLUDING A JUBILEE HANDICAP IN HONOUR OF KING GEORGE'S TWENTY-FIVE YEARS' REIGN.

The night racing at Longchamp on July 9 included a Jubilee Handicap with a prize of £2800. The President of the Republic, Mme. Lebrun, and Sir George Clerk, the British Ambassador, were present. They saw the course lit by the glow of ten thousand lamps, which picked out the track in a sparkling double row. There were many attractions besides the racing—fifteen dance bands, boxing, side-shows, and fireworks.



THE WORLD OF SCIENCE.



A VERY REMARKABLE GAZELLE.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I AM just now having an extensive correspondence with some of my scientific friends on whether or no the environment plays any part in determining the shapes and the colours of animals. For the moment, the discussion is limited to the *physical*

not found in other antelopes. It is a native of Somaliland and East Africa, haunting areas of dry scrub, far from water, which it seems seldom to need, and where there is no grass, save for a short season. Oryx and other antelopes share these haunts till the grass fails, when they wander off in search of it. Waller's gazelle remains in possession, because, long since, it developed a liking for the sapless leafage of desert shrubs and shadeless dwarf trees and bushes, which contrive to hold their own amid a burning, dry heat.

Such fare, placing incessant strains on the neck to reach foliage nearly out of reach, gradually increased the length of the neck, and when it began to add the leaves of the stunted trees to its diet, it became necessary to rear up on its hind-legs, resting the fore-legs against the tree-trunk. As a consequence of this increased use of the hind-limbs they increased greatly in length and musculature, as this photograph shows; moreover, this browsing habit has produced a flattened muzzle and more mobile lips than in other antelopes.

But history repeats itself. There is another antelope, nearly related, which leads a precisely similar life. This is the "dibatag," or Clarke's gazelle, also of Somaliland. It, too, needs no water, and can live through the longest drought. In general appearance it resembles

Waller's gazelle, but the neck is relatively shorter—though still conspicuously long—and the legs are shorter. The two animals, when running, differ markedly. The dibatag throws the neck and head far back over the body, while the tail, which is long, is turned forward so as nearly to touch the head. The gerenuk stretches the head out in a line with the body, and turns the tail, which is short, downwards. Why these striking differences of locomotion should obtain is inexplicable. The dibatag feeds in much the same fashion as its relative, but prefers mimosa bushes and a bush called *garrn*. They also eat durra-grass, which grows seven or eight feet high. Clearly this pursuit of food, and the strains and stresses of attaining it, have been the moulding-force in shaping these two bodies. In all else, be it noted, they are indubitable antelopes.

Long, long ago, Lamarck attributed the long neck of the giraffe to its habit of browsing off the leaves of

trees, and constantly stretching up its neck to reach them. But he did not push his argument far enough, and his survey of other animals was too limited to give them force. Darwin's theory of "Natural Selection" made a stronger appeal to the naturalists of his time. By this, the lengthening of the neck came about by "selection" during times of great drought and competition for food, when it is supposed only those individuals with longer necks than the average giraffe population would survive in the struggle for existence. Hence each successive period of drought would leave a race with a markedly increased length of neck, till we got the giraffe we know to-day. We have, however, no reason to believe that the average variation in the length of the neck was ever sufficient to afford any advantage under these times of stress.

There are, however, other points about the giraffe to be taken note of; and these also are clearly explained by "use." The long, mobile lips, and the conspicuously long and prehensile tongue, for example. Giraffes, like these two gazelles, can subsist without water for six or seven months out of every year. That the evolution of the giraffe and the moulding of its body were determined mainly when it


took to browsing, instead of grazing, surely seems obvious.

But the increasing length of the neck, and the weight of the head to be carried, gradually induced structural changes in other parts of the body. Compare it with that of the gerenuk, and it will be noticed that the trunk is relatively *much* shorter, and it is the fore- instead of the hind-legs which have lengthened. So much so, indeed, that, on occasions when it *does* want to drink or to crop anything on the ground, it can only do so by stretching the fore-legs wide apart, so as to lower that tower-like neck and bring the mouth to ground-level.

There are many other aspects of this wonderful animal that I would fain touch upon, but they would divert attention from my main theme, which is a general analysis of concentrated activities, for the most part following on the choice and nature of the food. Such may affect no more than the teeth, jaws or tongue, or one or other of the special senses, and the structures concerned therewith. Or they may transform the organs of locomotion or the whole body.

Let me conclude with two cases wherein the special changes induced by the need of finding special food are confined to the feet. One of these is the tiny African antelope known as the "klipspringer" (*Oreotragus saltator*). There are several "sub-species," but they differ only in details of coloration. All live in rocky and mountainous districts, and display the most wonderful agility and sure-footedness in leaping from ledge to ledge. Gradually these incessantly repeated stimuli to the living substance of the feet have reduced both the size and the shape of the hoof, which now forms but a horny termination to the shaft of the leg; that is to say, it does not "splay" outwards and forwards, as do the hoofs of other antelopes. But they are adjusted precisely according to the nature of the stimuli they receive.

A similar case, but of an exactly opposite kind, is seen in the foot of the "situtunga" (*Tragelaphus spekei*), which haunts mud-flats or yielding reed-beds. Here the two halves of the hoof are of great length, and splay outwards, so as to prevent the animal



AN ANTELOPE THAT EXHIBITS ANATOMICAL PECULIARITIES WELL SUITED TO ITS ENVIRONMENT: THE GERENUK, WHICH INHABITS PARTS OF EAST AFRICA IN WHICH WATER IS SCARCE AND HAS A LONG NECK ENABLING IT TO BROWSE OFF DESERT SHRUBS AND DWARF TREES, AS WELL AS ON THE GROUND.

The Gerenuk, or "Waller's Gazelle," is remarkable for the extreme length of its neck and the slenderness of its legs. The photograph is of an immature animal with horns just showing. Pictures of the Gerenuk have been found on Egyptian monuments dating back to 5600 B.C.; proof that throughout this long period no appreciable change has occurred in its form.

Photograph by Courtesy of Dr. Heck, Curator Berlin Zoological Gardens.

environment—climate, the soil, the presence or absence of water, altitude, and so on.

One is constantly confronted with the statement that such-and-such structures are "caused by the environment," as though this were some automatic potter fashioning the bodies of animals. I have had to set aside a few cases which seem to give sanction for this view, as possible exceptions which prove the rule. They shall be given here on a future occasion, if they prove, indeed, to be such exceptions. And I think that some of them may. But if this be so, it need occasion no great surprise, for there are many agencies at work in moulding the bodies of animals, and "environment" may well be one of them. At the present moment, however, our appreciation of these "moulding forces" is obscured and distracted by this diversion of attention from the living body to its inanimate "environment," which is supposed to have brought into being whatever peculiarities of structure may make that living body conspicuously noticeable. This is allowed to be an all-sufficient explanation. "What more would you have?" But ask *how* the environment can have brought about these results, and you ask in vain.

To show what I am driving at, let me cite a few cases I have lately come across among the antelopes. The strange-looking gazelle shown in the accompanying illustration is the "gerenuk," or Waller's gazelle, remarkable for its extremely long neck and legs. The thigh is so long that the "stifle-joint" is thrust down far below the line of the belly, a peculiarity



THE HEAD OF AN ADULT GERENUK; SHOWING THE LARGE, HEAVILY RINGED HORNS, AND EARS PLACED FAR BACK.

Photograph by Courtesy of Dr. Heck, Curator Berlin Zoological Gardens.



ANOTHER CASE IN WHICH A LONG NECK HAS BEEN EVOLVED IN RESPONSE TO TREE-BROWSING: A GIRAFFE EATING THE FOLIAGE OF A HIGH TREE; WITH ITS LONG PREHENSILE TONGUE PLAINLY VISIBLE.

sinking into the soft ground. These two cases, I shall be told, are "adjustments to environment." But they are no more so than is the foot of the mole or the flipper of the whale.

THE NORTHERN COMMAND JUBILEE TATTOO: PAGEANTRY AT NOTTINGHAM.



AT THE SALUTE AS IN THE DAYS OF QUEEN ANNE: THE 10TH REGIMENT OF FOOT (REPRESENTED BY THE 2ND BATTALION THE LINCOLNSHIRE REGIMENT) MARCHING PAST.



WITH A FLOODLIT WINDSOR CASTLE AS BACKGROUND: THE GRAND FINALE OF THE NORTHERN COMMAND SEARCHLIGHT TATTOO IN WOLLATON PARK, NOTTINGHAM.



THE HISTORICAL SIDE OF THE TATTOO: PIKEMEN ON THE MARCH IN THE DAYS WHEN A REGIMENT OF FOOT CONSISTED OF COMPANIES OF PIKEMEN, MUSKETEERS, AND GRENADIERS.

The Northern Command Searchlight Jubilee Tattoo, held in Wollaton Park, Nottingham, began on the night of July 6, and it was arranged that it should be staged again on the Tuesday and then for the rest of the week. Our photographs give some idea of its numerous spectacular features. Others that should be mentioned are a meeting between Richard I. and Robin Hood, giving local colour; "Past and Present" by the Robin Hoods—from whiskered, top-hatted



THE LIGHTER SIDE OF THE TATTOO: TOY SOLDIERS—UNITS OF ONE OF THE ARMIES ENGAGED IN "A BATTLE IN TOYLAND" PERFORMED BY BOYS OF THE ROYAL CORPS OF SIGNALS.

"Gentlemen of Nottingham" to the gas-masked and steel-hatted fighters of the Great War; and the massed bands, some six hundred musicians in all. Let us add that the Lincolnshire Regiment was raised by the Earl of Bath, and at first bore his name. Then, in Queen Anne's time, it became the 10th Regiment of Foot. As it was raised chiefly in Lincolnshire it was given the name of that county when infantry regiments received territorial titles.

THE LAST PROBLEM OF THE WESTERN ALPS TWICE SOLVED WITHIN THREE DAYS.



THE TERRIBLE NORTHERN FACE OF THE GRANDES-JORASSES, WITH THE GLACIER OF LESCHEUX OF MOUNTAINEERS (ONE INCLUDING A WOMAN), THANKS TO A HEAT WAVE AND AMAZING HARDHOOD.

THE northern wall of the Grandes-Jorasses, which had defied twenty-five attempts to defeat it since Young, the Englishman, and Knufel, the German, sought unsuccessfully to climb it in 1907, has now been conquered—and conquered twice within a few days! On June 30, Herren Peters and Mayer, Bavarian mountaineers, reached the Walker summit (13,806 feet), thus having ascended one of the most difficult and dangerous peaks in the world; and on July 2 four other mountaineers—Mlle. Lulu Boulat, a Swiss, Lambert, a French guide, and Signori Gervasutti and Chabod, Italians—reached the Michel Croz point after an even more adventurous endeavour. "The Times" reported these solutions of the last problem of the Western Alps with its usual thoroughness: we cannot do better than quote a few lines from its lengthy accounts: "The Grandes-Jorasses have four summits. Between the east or Walker summit (13,806 feet), and the west or Whymper summit (13,727 feet) is one of the greatest bastions of rock and glaciers in the Mont Blanc chain. They command with their southern slopes the Italian valley of Ferret, while they fall perpendicularly with their grand and gloomy northern wall (a drop of 5000 feet) on to the French glacier of Lescheux. . . . The famous wall is made almost impervious by glacier jutting, insidious snow-fields, and deep ravines, covered with hard and black ice. Only when the weather is very hot is an attempt to climb it possible. Peters and his friend took advantage of the present heat wave, and chose apparently the proper moment. They were fortunate enough not to experience any falls of stones, avalanches, or storms." Thus one correspondent. Another wrote: "It is no exaggeration to say that the last great climb in the Alps has now been accomplished. 'The north face of the Grandes-Jorasses is that terrible ice-bound precipice which overhangs the Mer de Glace and is so well seen by the many visitors to Chamonix who walk up the glacier from the Montanvert to visit the new inn at the Couvertelle. The cliffs resemble the north face of the Matterhorn, but are even steeper, and their reputation for danger is so sinister that one of the foreign Alpine clubs has exacted an undertaking from its members never to attempt them. The Grandes-Jorasses on this side have long been notorious. Everywhere on the face the attackers are continually exposed to bombardment from falling stones and ice. In such places the speed of the missiles renders them invisible."

KNIGHTS GRAND CROSS OF THE BATH IN THE REOPENED HENRY VII. CHAPEL.



AT THE ALTAR, THE NEWLY DEDICATED RECONSTRUCTION OF THAT DESIGNED BY TORRIGIANO: SIR ERIC GEDDES, THE SENIOR OF THE G.C.B.S INSTALLED, REDEEMING HIS SWORD FROM THE DEAN, WHO RESTORED IT TO HIM WITH AN ADMONITION.

Field-Marshal the Duke of Connaught, who is, in his thirty-sixth year as Great Master of the Most Honourable Order of the Bath, presided on July 3 at the installation of twenty-one Knights Grand Cross, in the Chapel of the Order, King Henry VII.'s Chapel, in Westminster Abbey. The procession included sixty-three G.C.B.s, who wore their crimson mantles lined with white over Levée dress, and carried their black velvet hats with white plumes. Our photograph shows a central part of the ceremony of installation. Sir Eric Geddes, as senior of the newly installed G.C.B.s, had drawn his sword and given it to the Dean (the Very Rev. W. Foxley Norris), who laid

it on the Altar. The Dean is seen restoring it to him with the Admonition: "I exhort and admonish you to use your Sword to the Glory of God, the Defence of the Gospel, the Maintenance of your Sovereign's Right and Honour, and of all Equity and Justice, to the utmost of your Power." Meanwhile, the twenty other installed Knights drew their swords, holding them with the hilts towards the Altar. At the beginning of the service, the Dean dedicated the new Altar presented to the Chapel by the Order, a reconstruction of that designed by Torrigiano (1472-1522) and destroyed by the Puritans. We gave a full-page photograph of this last week.

THE ILLUSTRATED LONDON NEWS
THE SCULPTURED SAINTS OF THE
HENRY VII. CHAPEL, WESTMINSTER
ABBAY: FAMOUS FIGURES CLEANED.



ST. ROCH SHOWING HIS PLAGUE SPOT: THE SAINT WHO DEVOTED HIS LIFE TO THE RELIEF OF THE PLAGUE-STRICKEN.



ST. GILES: A FIGURE OF THE ABBOT FONDLING THE HIND WHICH GAVE HIM MILK WHEN HE WAS A HERMIT.



ST. DUNSTAN: A STRIKING FIGURE SHOWING HIM HOLDING THE DEVIL'S NOSE WITH A FORMIDABLE PAIR OF PINCERS.



ST. ANNE TEACHING THE VIRGIN TO READ: A CHARMING EXAMPLE OF THE STATUES IN KING HENRY VII.'S CHAPEL.



THE VAULTING AT THE EASTERN END OF THE CHAPEL AFTER CLEANING: CARVING OF EXTRAORDINARY BEAUTY RESTORED.



AN UNIDENTIFIED FIGURE AMONG THE STATUES: PERHAPS ST. GERMAIN OR ST. CLAUDIUS, BISHOP OF BESANÇON.



ST. MARTIN OF TOURS—WEARING THE CLOAK WHICH HE DIVIDED WITH THE BEGGAR, AND HOLDING A MITRE.



ST. GEORGE SLAYING THE DRAGON: A FEAT WHICH, AS REPRESENTED HERE, DOES NOT SEEM VERY DIFFICULT!



ST. THOMAS OF CANTERBURY: THE SAINT DRESSED IN A COPE, WITH HIS PASTORAL STAFF, AND READING A BOOK.

Mr. Lawrence E. Tanner, Keeper of the Muniments at Westminster Abbey, furnishes us with the following note: "The reopening of King Henry the Seventh's Chapel, Westminster Abbey, after having been closed for nearly three years for repairs and cleaning, has drawn attention to the wonderful series of sculptured saints with which it is adorned. There are nearly a hundred of these figures. Some are about five feet high, but the greater number are about three feet three inches high. They were carved about 1503 to 1510, and are the work of different carvers. Some, like the charming figures of

St. Anne teaching her daughter, the Virgin Mary, to read, are beautiful works of art, and nearly all are carved with vigour and sincerity and not without sly touches of humour. They are interesting, too, as illustrating the 'popular' saints of the time. Thus, at a time when Plague was frequent, St. Roch, who devoted his life to those who were stricken, was constantly invoked, and is here shown pointing to the plague spot on his thigh. St. Giles appears as an Abbot fondling the hind which supplied him with milk; and there is a striking figure of St. Dunstan firmly holding the Devil by the nose."



The World of the Kinema.

By MICHAEL ORME.



"THE CALL OF THE WILD."

WHEN the wheels of entertainment are set running in a new direction, it is surprising to find how much discarded material they will pick up along the road. Sophistication and the talking picture dealt a blow to the erstwhile popular Westerner. The purity campaign and the quest for "family picture" subjects will probably discover in the drama of the great open spaces a refreshing alternative to "lavender and lace" fiction. And this is well, for there is room on the screen for these simple tales of adventure and romance, stories full of action, of courage, and uncomplicated emotions. Moreover, no medium save that of the kinema has the power to reproduce the panoramic backgrounds of these open-air themes, their movement or their elemental exhilaration. Their excitement springs from dangers that are part of the common round in the lives of men who are hardy, healthy, and primitive, as single-minded in their pleasures as in their tribulations. They have a tonic quality, these dramas of pioneers and cattle-punchers, of gold-prospectors and lumbermen—for all these adventurous spirits belong to the school of the Westerner—and if they are a trifle naïve in the frank labelling of hero and villain, virtue and vice, they blow away our mental cobwebs with the vigour of an upland wind. By all means let us have these jolly, breezy pictures back again. Their vitality is not at all drained, as the new United Artists' production, "The Call of the Wild," presented at the London Pavilion, goes to prove.

Mr. William Wellman to a brief and broken idyll up in the mountains, with no aftermath of tears and a nice fat fortune in everybody's pockets—everybody's except the villain's, of course; he meets his well-deserved end in the rapids, weighted down by his stolen gold. Fate is not always so swift or so just in her dealings, but this is, after all, an ingenious tale! It does, however, capture the spirit of the gold-fever in those early days, the greed and the fortitude. I have never seen Mr. Clark Gable to better advantage than as the buoyant, masterful hero, who abides by the law of the wild until the limpid eyes of Miss Loretta Young, a gallant heroine, teach him sacrifice. Mr. Jack Oakie's richly coloured portrait of a good-natured adventurer merges all his old tricks into a genuine and most diverting character-study. With three stars of such calibre to add to its appeal, "The Call of the Wild" represents popular entertainment at its best.

preliminaries, starting off on the very spot with a sweep of wings against the sky, the drone of engines, and then—unrolled as it were from the spool of a vast panorama—the huge spaces, the rock-gashed slopes of snow, the towering heights of Mount Kenya itself. Across these primeval immensities the little 'planes—"The Spirit of



"THE CALL OF THE WILD," AT THE LONDON PAVILION: CLARK GABLE AND LORETTA YOUNG IN THE FILM BASED ON JACK LONDON'S FAMOUS STORY.

In this film, Clark Gable has ample room to develop his great powers in the part of Jack Thornton, the happy-go-lucky, carefree prospector. Loretta Young is Claire Blake; and Jack Oakie is "Shorty" Hollihan, Jack Thornton's pal, a likable rogue with an unquenchable sense of humour. The Alaskan scenery provides a splendid background.

"BABOONA."

Mr. and Mrs. Martin Johnson already have many of the best animal and adventure films ever made to their credit. Their latest picture, "Baboona" (Polytechnic), is the result of two years spent in the jungles of Kenya Colony, and covers a journey of sixty thousand miles. In many respects the film is to some extent a repetition of much of their earlier work—the same excellent photography, the same intimate studies of wild animals at rest and in motion, the same expert collaboration between husband and wife, the same passion on the part of Mrs. Johnson for collecting and domesticating baby creatures, whose ultimate fate is unfortunately, only too often a matter of conjecture as far as the onlooker is concerned. But the film breaks entirely new ground, or rather, introduces completely new methods, in recording first-hand experiences in connection with wild animal life. So far as I am aware, this is the first time—except for certain extremely effective sequences in "Sanders of the River"—that aeroplanes have been employed as the means of transport of both the human personnel and the photographic apparatus of such an expedition. An undertaking of this kind, quite apart from the general factor of risk, must have involved an immense amount of preparatory organisation, often beset with difficulties, and intrinsically interesting—for instance, the establishment of refuelling and oil stations throughout the route, an all-important contribution made by a well-known oil company. The film, however, gives us nothing of these

Africa" striped like a zebra, "Osa's Ark" camouflaged with giraffe spots—climb and swoop like creatures of some fantastic dream.

As to the pictures themselves, wild and strange and beautiful, they have a quality all their own. Thus the sequence showing miles of shallow water densely covered with resting flamingoes, the birds so closely packed that none can rise from the centre of the mass until those on the outer edges have first taken flight; the stampede of a great herd of giraffe, startled by the noise of the engine, with the moving black shadow of the 'plane beside them on the earth; thousands upon thousands of elephants trekking in a thunderous procession to a new feeding ground and completely unconcerned by the mechanical monster above them; the play of a family of lions beside a stationary 'plane, oblivious of the strangers in their midst until Mrs. Johnson put her head out to investigate and had to withdraw it in haste; the driving of marauding rhinoceros from native territory by an army of the savage inhabitants, armed only with spears, and the confusion of the gigantic enemy when confronted with an object entirely beyond the comprehension of his limited intelligence—all these, and many others, are sequences whose range and variety are little short of magical.

Then there is the "grand finale" which gives the film its title, a study of extraordinary interest which, if staged at all, has been most skilfully done. After a prolonged search the Johnsons at last located a big colony of baboons, and, by the use of their camouflaged 'planes as hiding-places were enabled to secure a remarkable series of pictures of the domestic and community life of these most intelligent of all the monkey species. The climax of their observations and records is the migration of the whole colony to new territory, an undertaking fraught with much excitement, considerable tribulation to one small infant emigrant, and some comedy, while it reveals "staff" organisation of an exceedingly high order on the part of the baboons. For this series of pictures alone the film would be well worth a visit. Taken as a whole, it is an intensely interesting and stimulating chronicle. It has, moreover, the additional recommendation that it is innocent of scenes of slaughter, of trapping, and of "sport" (other than some rather unnecessarily prolonged shots of Mrs. Johnson fishing) which should commend it to many people.



"BECKY SHARP," THE ALL-COLOUR FILM AT THE NEW GALLERY: MIRIAM HOPKINS IN THE TITLE-ROLE OF THE FILM VERSION OF THACKERAY'S "VANITY FAIR."

"Becky Sharp" had a special première, in aid of the Kennington Day Nursery, on July 11; this preceded the public showing of the film. It is an all-colour film which had a great success in New York. Should this success be continued, it would seem that the black and white film is destined to take second rank. Although some technical problems remain to be solved, there is no evidence of "fringing" or over-running one colour into another, in "Becky Sharp," even in the swift movement of ladies and officers in the gorgeous ball-room scene on the eve of Waterloo.

Jack London's famous story of the gold rush days in the Yukon lends itself admirably to kinematic treatment, and is a fine example of screen-entertainment that owes nothing whatsoever to the theatre. There may be "high-brows" unable to enjoy the thrilling adventures of young Jack Thornton and his pal, who set off in search of gold and pick up a lovely damsel in distress on the way. Frankly, I pity them; for they are missing an enjoyable experience. The trek of the three friends, with romance as well as gold ahead for two of them, leads through the majestic scenery of the Frozen North, through forest and flood and mushroom townships. Hardships are borne with equanimity, perils overcome with a laugh, and when the party loses half their outfit in fording a river, there is the great-hearted, half-wild team-dog, Buck, to retrieve his master's fortunes by winning high stakes as a load-puller. So closely interwoven is the saga of Buck with the story of his master, so smoothly and naturally does it fall into place in a drama wherein Nature is just as much a protagonist as man, that the noble Newfoundland dog—I regret to say I could not discern the wolf-strain in him so often referred to and so influential in his choice of a bride—provides some of the tensest moments of the picture.

Realistically staged and beautifully photographed, the production swings along under the able direction of



"PARIS LOVE SONG," AT THE CARLTON: MARY ELLIS AS SIMONE AND TULLIO CARMINATI AS PAUL D'ORLANDO.

Mary Ellis, the famous actress and vocalist, makes a triumphant appearance in the film "Paris Love Song." She takes the part of a cabaret singer, and the plot is an ingenious "drame à quatre."



He said to me : *What about a mixed double . . ?*

I said to him : *I never mix doubles, I always stick to*

JOHNNIE WALKER . . . !

Here is a whisky which reaches its seniority long before it reaches you — Johnnie Walker. This leisured ageing has profound effects and is just as important as the scrupulous blending. Together, they give that very special flavour and unusual smoothness which make Johnnie Walker the whisky the whole world prefers.

Johnnie



Walker

By Appointment to

His Majesty the King

Born 1820 - still going strong

A PAGE FOR COLLECTORS.

"MEDITERRANEAN AND NEAR EASTERN EMBROIDERIES."

Reviewed by FRANK DAVIS.

ropes and pegs, as a military tent, and another bed-tent from the neighbouring island of Kos, which a proud owner was persuaded to label as a banner of a Crusader or of a Knight of Rhodes.

This is no place in which to embark upon a discussion as to when and how, in any given technique, an agreeable craft merges into fine art: that there is a distinction is beyond question, and its definition is something which will vary with the prejudices of each individual. I do suggest, however, with some diffidence, that within the covers of the volume devoted to the plates the reader will find numerous superb illustrations which may make him decide that the geographical boundary between the fine and the not so fine is the coast of Asia Minor. The needlework of the Greek mainland and of the Ægean Islands is interesting, decorative, and delightful; a little further east one observes a discipline, a restrained subtlety, an inheritance from older models, which raises these designs from vigorous mediocrity to an apparently easy command of colour and pattern. Certainly it is difficult to praise too highly the splendid curtain of Fig. 1, silk on linen, in red, green, blue, white, and black (seventeenth century), or the flowing grace of the bed-spread of Fig. 2 (eighteenth century). In both these cases, as, indeed, in all the other pieces of the collection, the years have played their part in toning down the original colours; this merely lowers the key without destroying the essential harmonies. Fig. 1, in particular, is obviously the product of a highly advanced and sophisticated civilisation. "The pattern," writes the author, "is certainly imitated from the woven fabrics of silk and gold, and indeed the robe of Bayezid II. (1481-1512), in the collection of imperial costumes in the Old Serai at Stamboul, shows a marked likeness in pattern. Unfortunately the dates of the imperial costumes cannot be taken as absolutely certain, but the delicate drawing of the design and the well-balanced colouring suggest that the woven fabric is probably not later than the sixteenth century, and thus the early seventeenth century would be a reasonable date for the embroidery which shows such a strong likeness in design."

The point about these Turkish embroideries which is emphasised is that the woven fabrics are not cheap imitations of the former, as many students appear to believe, but were made by women working at home with the factory-made woven stuffs as models. "Obviously in the various centres in Asia Minor generally not everyone was wealthy enough to be able to afford the expensive stuffs of silk and gold from the Brusa looms. Consequently the women made for themselves, out of their own home-grown silk and linen, embroideries with the patterns of the fashionable Brusa stuffs to act as substitutes for them. Such embroideries made at home would be cheap, and within the means of anyone who had such home-grown materials and the time to embroider,

for embroidery is, on the whole, a simpler and easier art than the weaving of rich patterned stuffs of silk and gold." Elsewhere Mr. Wace notes that Belon, who was the first Western European to describe Turkish em-

THIS is the catalogue of a private collection—that formed by the late F. H. Cook—and dedicated by his widow "to the memory of him who inspired the conception of its publication," the owner having died before the plans for production were complete. There are two volumes, one of text, the other of plates—both worthy of their subject-matter. The catalogue proper is preceded by a commentary by Mr. A. J. B. Wace, who has deserted the Department of Textiles at the Victoria and Albert Museum for Cambridge, where he is now Laurence Professor of Classical Archaeology. That an exposition of a difficult subject by such an authority is sound and lucid goes without saying. The author characteristically expresses the modest hope that it may form a useful basis for further research; the present reviewer,



1. A GORGEOUS PIECE OF EMBROIDERY FULL OF SUBTLE COLOUR HARMONIES IN SILK ON LINEN: DETAIL OF A SEVENTEENTH-CENTURY TURKISH CURTAIN, WORKED IN ASIA MINOR AND DISPLAYING A PATTERN IN WHICH PURE RED AND BLUE DOMINATE, SUPPORTED BY AN OLIVE GREEN. This forms one of the many magnificent colour reproductions in "Mediterranean and Near Eastern Embroideries," a work reviewed on this page. The book is, in effect, a catalogue of the private collection of the late Mr. F. H. Cook; with a valuable commentary by Professor A. J. B. Wace.

having read every word, hereby asserts that it will remain an essential text-book for many years to come.

The embroideries of which the collection is composed are essentially home-crafts. Lest this rather clumsy phrase should bring before your eyes visions of earnest and formidable females self-consciously producing indifferent needlework for the good of their souls, I hasten to add that the great majority of the pieces were made by unsophisticated peasant girls—Greek, Turkish, or Caucasian—in order that their wedding trousseaux and the hangings of their marriage beds should be more gorgeous than those of their friends and neighbours. A good, hearty, healthy pride was their inspiration; they lived close to earth, were consumed by small jealousies, thought small thoughts, and left behind them nothing but these vivid memorials, some few of which found their way into Western collections disguised under odd names—as, for example, a certain Rhodian bed-tent, which was displayed for years in the armour section of the Metropolitan Museum, New York, complete with



2. PART OF A REMARKABLE BED-SPREAD, PLAINLY THE PRODUCT OF A HIGHLY SOPHISTICATED CIVILISATION: EIGHTEENTH-CENTURY TURKISH EMBROIDERY, IN WHICH AZURE BLUE DOMINATES, BUT EXHIBITING NUMBERS OF GRADATIONS OF OLIVE GREEN, PALE GOLD BROWNS, AND PALE MUSTARD GREEN. (SILK ON LINEN.)

broideries, remarked in his book of 1588, "Observations de Plusieurs Singularitez et Choses Mémorables," that one reason for their existence was the fact that Turkish women living in seclusion in the harem had little to do and thus spent their time in needlework.

There is a marked stylistic gulf fixed between the work of the mainland of Asia Minor and that of the Ægean Islands, but it is not a great gulf; indeed, some who turn over the pages containing the plates may even feel that the difference is one of idiom and not of quality. Perhaps one may explain the matter

thus: if you look at Fig. 3, a detail from a Rhodian bed-tent door, you find it hard to imagine anything better: but then you go on to a Kos embroidery, for example, and begin to have doubts, for here is something more varied, more complicated, more amusing, and yet admirably composed. Yet, if you put either of these pieces against the superb examples from the mainland which have already been noticed, you will probably discover that they do lack that very definite, but not easily definable quality we associate with the best things of this world—a suave rhythm both of form and colour which is so subtle as to seem almost a natural growth. Indeed, from one point of view, the Turkish pieces, however sophisticated, are natural growths, in so far as they represent a climax of technical accomplishment in a society which had slowly evolved from conditions as primitive as those of the islands. One thing seems certain: never again will such stuffs be made. The future brides of Asia Minor and the Greek Islands will surely be furnished from a great factory, and will be proud of bed-spreads and petticoats of quite different materials and texture. Personal hopes and fears will not be woven into such things.



3. AN EXAMPLE OF BOLD COLOUR COMBINATION IN EMBROIDERY FROM THE GREEK ISLANDS: DETAIL OF AN EIGHTEENTH-CENTURY BED-TENT DOOR IN WHICH RUSSET RED, DARK AND PALE GREEN, VALONIA, BLACK, BLUE, BUFF, AND STRAW COLOUR ALL APPEAR.

Reproductions from "Mediterranean and Near Eastern Embroideries"; by Courtesy of the Publishers, Messrs. Hallon and Co., Haymarket, London.

* "Mediterranean and Near Eastern Embroideries. . . ." By A. J. B. Wace, sometime Keeper of the Department of Textiles, Victoria and Albert Museum; Laurence Professor of Classical Archaeology, Cambridge. (Hulton and Co., 57, Haymarket, London; 2 Vols.; £10 10s.)



A harmonium player of Leicester,
When the zest of Schweppes Tonic posseicester,
Used to stand up and beat
On the keys with her feet
Till the Vicar and Sidesmen suppreicester.

Schweppes
TONIC WATER
- does you Good

Of Interest to Women.



Some will think the perfuming of the water of a fountain with Eau-de-Cologne an extravagance, but it is not, as only a small quantity is needed, and it creates a refreshing, fragrant, and cooling atmosphere. There is no doubt about it that women in general will seek to emphasise their personality by having their fountains perfumed not only with Coty's Eau-de-Cologne, but by one of his other creations—for instance, À Suma, La Rose Jacqueminot, and a host of others. The scheme may be further developed when the perfumed waters of the fountain, the perfumes and floral decorations, form one glorious ensemble. All who write to Coty, New Bond Street, will receive a brochure discussing in a simple and very practical manner the uses of perfumes and the important characteristics of those that emanate from this house.

IT is a miniature fountain that Selfridge's, Oxford Street, have contributed to this page. As will be seen from the pictures, the twelve jets can be regulated according to the height of water needed. It can play in a room, balcony, or lounge; also a garden. It is British made throughout, and may be operated on any electric supply, being quickly fitted to varying voltages. A change of colour is available by altering the colour medium on the lights; neither must it be overlooked that there is a mirror on the top which can be tinted to give different colour to the water-jets. It was during a heat-wave that a well-known London hostess hit on the happy idea of welcoming her guests standing by a fountain, the water of which had been elusively perfumed with Coty's Eau-de-Cologne.



So refreshing is Coty's Eau-de-Cologne that it is really a necessity. For its creation a toll has been levied on the fragrant flowers and fruit of Italy and the South of France. It has been found that a few drops behind the ears, on the temples, beneath the arms and knees, cools the whole body. Weariness will pass away when about half a teaspoonful is poured into the palm of the hand and then applied to the column of the throat, nape of the neck, arms, and chest; it may be diluted if desired, but then, of course, it is not nearly so efficacious. Furthermore, as it is endowed with certain powers, it will keep the feet cool during the hottest day; it must be used in conjunction with this firm's talc powder. Neither must it be overlooked that there is an Eau-de-Cologne soap that lathers freely and, as it retains its scent until the last wafer is used, is economical.



The swim-, beach-, and play-suits at Swan and Edgar's, Piccadilly, always respond in a highly satisfactory manner to the needs of women who revel in swimming and beach sports. This firm is responsible for the models on this page. The red wool swim-suit in the centre is trimmed at the neck and is finished with a girdle. The perfectly practical beach-suit on the left shows a plaid design; it seems almost unnecessary to add that it is of wool. A sale is in progress in these salons, and there are elastic-knit bathing-suits with brassière-shaped tops and adjustable straps at the back for ten shillings, and this is also the cost of slub-cotton one-piece bathing-suits with shirt tops and pleated shorts. They are admirably cut and finished.





Luncheon at the Beach Restaurant

RBW

The summer sea laps irresistibly a few feet below your balcony at the Beach Hotel and tempts you down almost as soon as you have breakfasted. You bask, you bathe, you gossip . . . and already it is time for lunch.

The Beach Restaurant, overlooking as fine a sea-water swimming pool as any in Europe, is the ideal place to end a summer morning. Whether one has been bathing, sailing, playing tennis at the Country Club or golf up at Mont Agel—everybody is there.

At Monte Carlo Beach the design for a perfect summer resort has been perfectly carried out. Hotels, restaurants, swimming pool, tennis courts, Summer Sporting Club have all been built at the very edge of the sea within a stone's throw of each other.

And it is not too far—a night's journey by rail, or a day's journey by air. And staying there is not expensive, even at the best hotels, where under an inclusive arrangement, you may take your meals without extra charge at the Sporting Club or the Beach Restaurant as well as in your hotel.



Monte

Carlo Beach

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

LORD NUFFIELD placed on view at the beginning of July the cars which he announced recently would be able to compete effectively with foreign cars in the big-car market at home and abroad. They

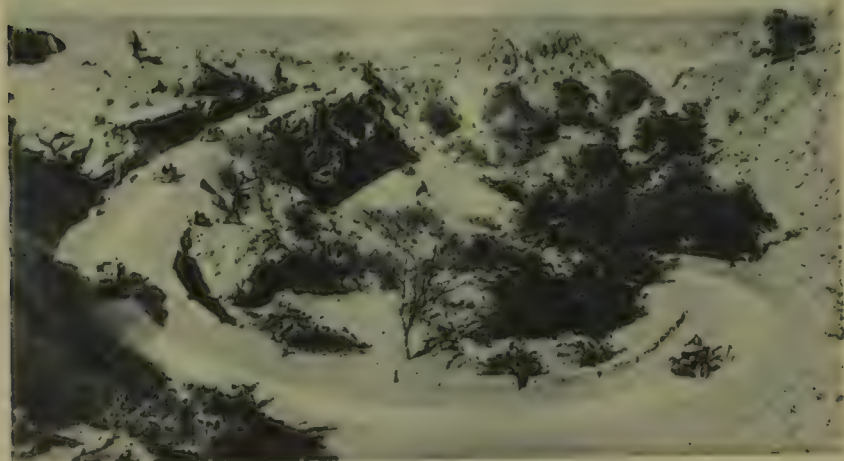
sliding head. The coupé costs £335. The "Twenty-one" and "Twenty-five" saloon is priced at £265 with a fixed head; £280 with a sliding head; and £350 for the special coupé. Each of these is wonderful value for the price demanded. Morris Motors, Ltd., are to be congratulated on their achievement in producing cars well able to compete successfully with the low-price American makes that are flooding the British Dominions and other markets. An English 25-h.p. car selling at £265 should sweep the market, as considerable care has been taken in planning all these models to ensure perfect vision from every seat, and safety under all conditions. The full equipment is more generous than ever, even for a big car selling at double its price. Narrow body pillars, wide windscreen sloped to reduce air resistance, and a low centre of gravity make these cars particularly road-worthy.

All passengers are seated within the wheelbase, a point which adds very considerably to the comfort of the deep upholstery. In the case of the front seats, separately adjustable pneumatic cushions

ensure comfortable support to the hollow of the back, and a correct seating position. Toughened Triplex glass is used. Draughtless ventilation is provided by the extractor type front-door windows, which have protecting louvres; and the hinged quarter light, top hinged windscreen, and scuttle ventilator constitute further sources of

ventilation. Engine vibrations are damped down by the rubber engine mounting; the pedals are mounted on the frame further to reduce vibration; and steering shocks are eliminated by the rubber-insulated spring steering-wheel. Power is transmitted by a single-plate clutch running in oil to a three-speed synchromesh gearbox, which has a dip-stick oil-level indicator. The balanced tubular propeller shaft has needle type universal joints, and the axle is of the three-quarter floating type.

Built-in hydraulic jacks, operated from inside the car, lift it completely off the ground, or, alternatively, raise either the two front or two rear wheels. There is the usual five-lamp lighting equipment, and twin fog lamps and tuned horns are fitted on the coupés. The instrument-panel is at once artistic and practical, the specially large speedometer having the "30" mark boldly picked out. A small point, but one which will be greatly appreciated, is the fitting of twin windscreen wipers. Ample luggage accommodation is provided on each type of body, and a wide choice of attractive colour schemes is available for all models.



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After the disastrous earthquake at Quetta, the Indian Government addressed itself to the problem of dealing with the devastated area; and a haulage contract was given to the Bagai Motor Service for the removal of debris and so forth. This company immediately cabled Vauxhall Motors, Ltd., in England, and placed an order for fifty Bedford trucks to augment their existing fleet of 150 of the same make. Production was started immediately in the Vauxhall works at Luton—and the fifty trucks will be "en route" for India in ten days from the time the cable was received. Vehicles destined for work in this area need to be of an exceptionally reliable type, with ample power for steep gradients, and light steering, with an exceptional lock for the abrupt hairpin bends. They also need an extremely efficient cooling system—for in this country one may pass in a fifty-mile run from tropical heat to freezing cold!

certainly are a nice lot, ranging from 16 h.p. to 25 h.p. Also the price is marvellous. Actually there are two chassis, one available with an 18-h.p. or a 16-h.p. engine, and the other chassis with a power unit rated at 21 h.p., with an alternative choice of a 25-h.p. rated motor. Each model is available with a saloon or a coupé body. The "Sixteen" and "Eighteen" saloon (fixed head) is listed at £250, and £265 for a



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VISUAL MUSIC AT COVENT GARDEN.

CONSIDERING the importance of the eye, from which sense man possibly gets more pleasure than from any other, with the possible exception of the sense of hearing, it is rather strange that most people's visual development is æsthetically not very high. Yet the English love of flowers and gardens and the great natural beauty of English landscape would lead one to expect that in this country the art of ballet should be as much, if not more, appreciated than in any other. Apparently it is, for nowhere in Europe had Diaghilev greater and more popular success than in London, and the same is even more true of his successors, Colonel W. de Basil's "Ballets Russes," whose present season at Covent Garden is having such a tremendous success that it is being extended until September.

Yet I doubt if this increased appreciation of ballet has yet reached anything like its full measure. Every day in the sharper attention paid to clothes, furniture, and house decoration, we see signs of how general the interest in these matters is and how greatly the visual sensitiveness of the population is growing. In this development of the eye nothing is playing a more influential rôle to-day than the Russian Ballet, because it is the first and only ballet in which the décor and the dresses were an integral part of the ballet and as important as the dancing. One of the great innovations Serge Diaghilev made was to induce the finest living painters of Europe to produce designs for his ballets. Artists of such international repute as Matisse, Picasso, Derain, Benois, Braque—to name some out of dozens—created for Diaghilev an entirely new brand of theatrical décor, and I am certain that the Diaghilev period will live in theatrical history as the great Italian architects of theatrical design in the sixteenth and seventeenth centuries have done.

But Diaghilev did more even than this, for he chose his choreographers, Nijinsky, Massine, Nijinska, with the same certitude of taste, and artists and choreographers combined together to produce ballets which can most aptly be described as *visual music*. Such a ballet is the "Scuola di Ballo," revived for the first time this season at Covent Garden last week. Music, costumes, and choreography are here wedded together to produce in unity some most beautiful

effects. The music is by Boccherini, most tastefully selected and orchestrated by J. Francaix; the décor is by Count Etienne de Beaumont; and the choreography is by Massine: yet, notwithstanding this diversity of sources, the effect is extraordinarily harmonious and satisfying. "Scuola di Ballo" ("The School of Ballet") is not a ballet with a strong dramatic idea. The "plot" is taken from a comedy by Goldoni and serves only as a thread on which to string pearls. These pearls are the individual dances—especially those given to Rosina, which are of extraordinary plastic beauty and were all superbly danced by Riabouchinska. The comic element is also very adroitly fitted in, as in the dance by the bad pupil, Felicita (Eugénie Delarova), and altogether "Scuola di Ballo" is one of those ballets which are not spectacular, not at all a "feast to the eye" in the old bad way of pre-Diaghilev ballets, when the eye was stunned with masses of supposedly gorgeous but inharmonious and crude colour. It is rather that sort of feast to the eye that the music of Mozart is to the ear—a feast of exquisite line and colour combined in beautiful formal inventions. As such it is worth seeing again and again, and every time one will see more and more in it to delight one's visual sense.—W. J. TURNER.

"THE FIRST GENTLEMAN."—(Continued from page 48.)

antagonisms completely foreign to his nature, and in the midst of problems, especially financial problems, which teased and exhausted him. Abler men than himself were busy about him—he had neither the subtlety of Alexander Hamilton nor the imagination of Thomas Jefferson. He was not popular—some of his fellow countrymen were drinking to his damnation; he was aloof and almost wholly friendless, for he had never had the capacity of inspiring affection; he became autocratic as his years increased, and there were many who denounced him as a tyrant. It is probable that he never derived one moment's personal satisfaction from his two terms as President, and that the sense of power, which to many men is enviable above all things, had little relish for him. But his strength lay in the fact that he was, always and unhesitatingly, a realist, with a simple but clear appreciation of what is called, in hackneyed phrase, "the logic of facts."

The air was full of gaudy bubbles—most of them since pricked—of Revolutionary theories of human nature and human government; Washington wasted

no time playing with them, and, as one of his most striking letters shows, he was under no delusions concerning the motives of self-interest which govern the lives of societies as of individuals. Equally, he was under no delusion concerning the tremendous and solemn task which lay before the American people, and to regard him as cynical would be to misjudge him woefully. He conceived it as his first duty to keep a young and still distracted nation out of foreign entanglements (of which he had had bitter experience), and to give it at least the framework of order and good government. This he succeeded in doing, and upon no major issue of the time can it be said that his instinct was at fault. Two recent historians, quoted by Count de la Bedoyere, have thus summarised Washington's record as first President of the United States: "Organisation of a government, establishment of national credit, a wise fostering of maritime commerce, recovery of territory withheld under the Confederation, the crushing of red rebels and white, the establishment of a land policy which set the rhythm of American society, and the preservation of peace: these were the notable achievements of the two administrations of President Washington." Taken together, the achievements of this natural leader of men both in war and in peace surely entitle him to the rank of greatness among patriots.

This book presents a well-executed portrait, in the best sense—one which is not a mere "likeness," but attempts to convey some part of the soul of the subject. If, as we venture to think, the outlines are sometimes blurred, unnecessarily, the picture remains one which arrests the eye and stimulates the imagination. It does full justice to one quality which should be prominent in any portrait of Washington—a quality which has perhaps won him more respect in English eyes than any other; we mean his great natural dignity. We are shown also another side of his personality which is too often forgotten. Count de la Bedoyere quotes freely from Washington's own writings, which deserve attention even from the literary point of view; for Washington did not write like the unintellectual, rustic person he is often represented to be, but with no small measure of the balanced sonority of the eighteenth century. Though sometimes a little pompous, he was often able to say what he meant in a form which could hardly be excelled. The present biographer is not unacquainted with the same art.

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NOTES FROM A TRAVELLER'S LOG-BOOK.

BY EDWARD E. LONG, C.B.E. F.R.G.S.

CORTINA AND THE DOLOMITES.

AN ideal summer holiday ground is that of the region known as the Dolomites, in the north-eastern corner of Italy, and embracing a large portion of the Italian province of Trentino. Here one is in the midst of glorious Alpine scenery—mountain, lake, and forest, and wide valleys, with fertile meadows and picturesque villages set amongst them, and on hill-sides, peopled by a folk of great charm, whose sense of hospitality is very keen, and who retain many of their old-world customs and the costumes of a former day, which vary in design with the valley from which they hail.

Pleasant as such a prospect is in this all-too-prosaic world of ours to-day, the Dolomites have more than this even to offer, for they contain mountain scenery of a type too extraordinary to be credited until one has seen it, and

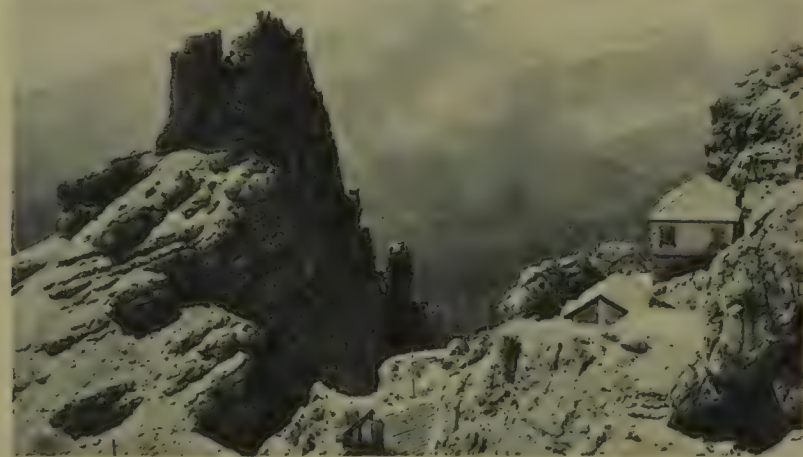


CORTINA: A DISTANT VIEW SHOWING THE WHITE-WALLED HOUSES AND GRACEFUL CAMPANILE BACKED BY THE GLISTENING MASS OF MONTE CRISTALLO.

Photograph by Ghedina, Cortina.

certainly unrivalled in any part of Europe. Mountain ranges of magnesian limestone, known as dolomite, from their discoverer, a French scientist, the Comte de Dolomieu, rise from the midst of grass-clad uplands, with peaks weathered into the most fantastic shapes, here assuming the form of some ruined castle, there taking the shape of a lofty cathedral spire, elsewhere appearing as gigantic rocky ramparts. These limestone masses are streaked with veins of vivid colouring, and in the changing lights of the day they change—from the softest tints of pink and yellow and grey to flaming crimson and orange in the strong light of the setting sun, then deepening to fiery red, violet, and purple, until they take on a mantle of purplish-black with the descent of night.

The summer climate of the Dolomites is one that is dry and bracing, and the abundance and colouring of the plant-life are amazing. Meadows and roadsides are ablaze with orchids, poppy, saxifrage, lily, columbine, trefoil, and butterwort, heather is in bloom on moorlands, and high up on hill-sides that rare plant, the edelweiss, may be found with ease. The most convenient route to the Dolomites is by way of Calais, Basle, and Innsbruck, and an alternative one is via Paris, the Simplon, and Milan; but in either case, once you are across the Italian frontier, a fifty per cent. reduction is due to you on your railway ticket, and this is in force wherever you may travel in the Dolomites region. As for holiday centres, there are many of them, and each with special attractions. There is Merano, among the Brenta and Ortler mountains, with its famous Tappeiner Promenade, its vineyards and romantic castles, its splendid hotels, its golf and tennis; Bolzano, with its suburb Gries, offers charming



THE CANTORE-TOFANA REFUGE HUT, FROM WHICH THERE IS A FINE VIEW OF THE WILD MAJESTY OF THE DOLOMITES—IN THE FOREGROUND, A FANTASTICALLY WEATHERED LIMESTONE PEAK.

Photograph by Ghedina, Cortina.

views of the mountains, while the sunset glow on the Rosengarten seen from there is a sight unforgettable; and Carezza, with a magnificent hotel, set amongst fragrant pine woods, at the very foot of lofty peaks, and a lovely lake near by, is a very tempting spot for a stay, whilst a centre in the very heart of the mountain lands is Cortina, the "Queen of the Dolomites."

It has an unrivalled situation, at a height of just over four thousand feet, in the lovely Ampezzo Valley; and, seen from afar, its white houses and its graceful Campanile, backed by fantastic Dolomite peaks, have a magic touch. There is beauty all about it, and much of this may be seen afoot, for Cortina has many carefully marked and well-chosen walks—that to the Ghedina Lakes is one of the best, and another, to the Croda da Lago hut, affords a charming view of the Becco di Mezzodi, mirrored in the tiny lake. There are easy motor tours—to beautiful Lake Misurina, to Braies al Lago, and to Pieve di Cadore. In Cortina you will find excellent hotels, golf, and tennis, and many other attractions which go to make a holiday spent there a very pleasant one.

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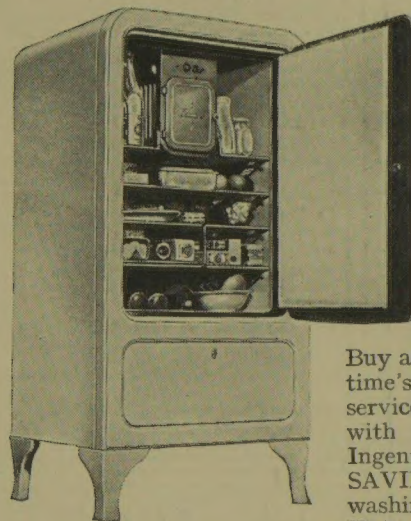
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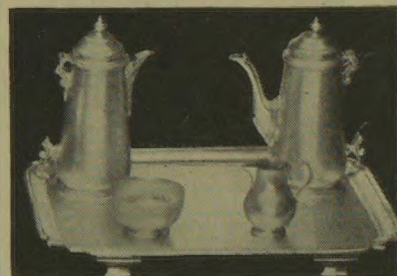
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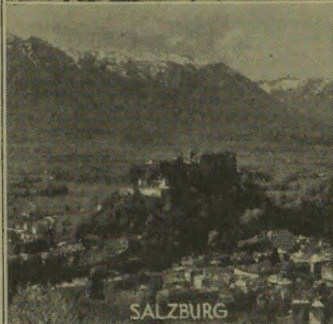
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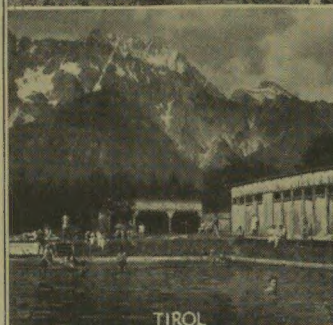
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Bad Nauheim—Park Hotel—First-class Home Comfort combined with excellent cuisine and service.

Cologne—Hotel Comodienhof—Dignified Hotel with all comfort. Near Cathedral. Rms. from RM.4 with p.b. from RM.8.—Man., A. Grieshaber.

Dresden—Hotel Bellevue.—The leading Hotel. Unique pos. on the river. Garden-Park, Terraces. Reduced rates. Gar. Man. Dir. R. Bretschneider.

Düsseldorf—Breidenbacher Hof—Leading hotel. rooms fr. 5 RM. r. With bath fr. 9 RM. Amer. Bar. Orch. Gar. New Rest., "Breidenbacher Grill."

Frankfurt-a-M.—Hotel Excelsior—left exit of Central Station.
300 beds from RM. 4.

Freiburg—Hotel Zähringer Hof—The leading hotel of the district; thoroughly first-class; 160 beds, 50 bath-rooms.

Garmisch—Bavarian Alps—Sonnenbichl—Golf Hotel, facing the Zugspitze. First-class family hotel. Excellent Cuisine.

Garmisch, Bavarian Alps—Hotel Neu-Werdenfels. First-class home comfort combined with excellent cuisine and service.

Hamburg—Hotel Atlantic—On the Alster basin. 2 minutes from the main station. Excellent Grill and Bar in new style.

Heidelberg—Hotel Europe—First class Quiet location in old park.
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Heidelberg—Reichspost Hotel—Highly recommended by German and Foreign Guide Books. Op. Cen. Stn. Wine & Beer Restaurant. Pen. from M.8.

Heidelberg—Victoria Hotel—(2 minutes from station.) 175 beds. Adjoining Municipal Park. Well-known Family Hotel. Rooms from RM. 4.

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Mannheim—Palace Hotel Mannheimer Hof—Latest Creation of European Hotel Technique. Mod. rates. Twenty minutes' drive from Heidelberg.

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Munich—Park Hotel.—Well-known family house. All rooms with hot & cold running water. Most reasonable rates.

Munich—Hotel "Der Koenigshof"—Karlsplatz 25, 1st class, near theatres and museums—150 rms., 50 baths. New underground gar.

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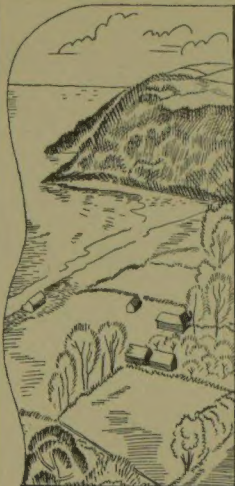
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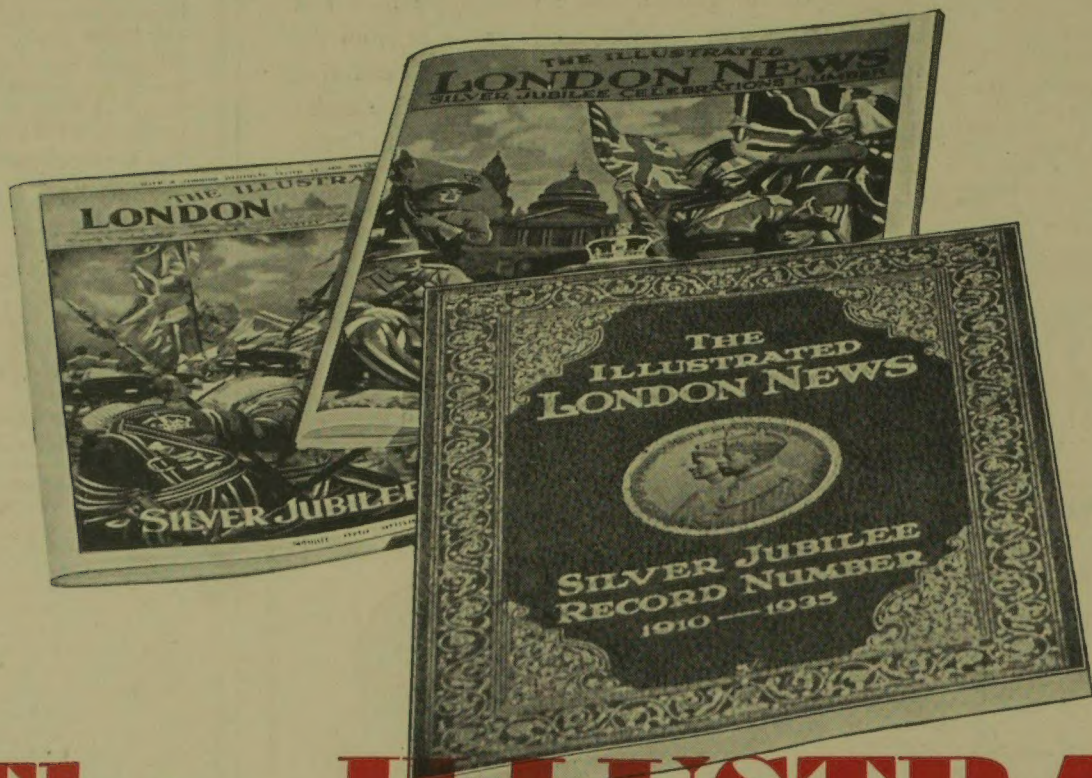
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